

# Public Document Pack



To: Councillor Milne, Convener; Councillor Finlayson, Vice Convener; and Councillors Boulton, Cooney, Cormie, Crockett, Dickson, Greig, Jaffrey, Lawrence, Malik, Jean Morrison MBE, Jennifer Stewart, Stuart and Thomson.

Also (as local members):- Councillors Hutchison and Nathan Morrison, Grant and Noble.

Town House,  
ABERDEEN 11 February 2016

## **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)**

The Members of the **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)** are requested to meet in on **THURSDAY, 18 FEBRUARY 2016 at 9.30 am.**

FRASER BELL  
HEAD OF LEGAL AND DEMOCRATIC SERVICES

### **B U S I N E S S**

#### **WHERE THE RECOMMENDATION IS ONE OF APPROVAL**

- 1.1 Land at St Peter Street/Kings Crescent - Student Accommodation - 151811  
(Pages 3 - 118)
- 1.2 17 University Road - Subdivision and Erection of 3 Bedroom Dwelling - 151150 (Pages 119 - 146)

Note: (One) The Planning Officials in attendance on the visits can be contacted by mobile phone, the number is:- 07802 323986.  
(Two) The transport for the visits will depart the Town House from the Broad Street entrance at 9.30 prompt.

Should you require any further information about this agenda, please contact Mark Masson, tel 01224 522989 or email [mmasson@aberdeencity.gov.uk](mailto:mmasson@aberdeencity.gov.uk) or

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# Agenda Item 1.1

## Planning Development Management Committee

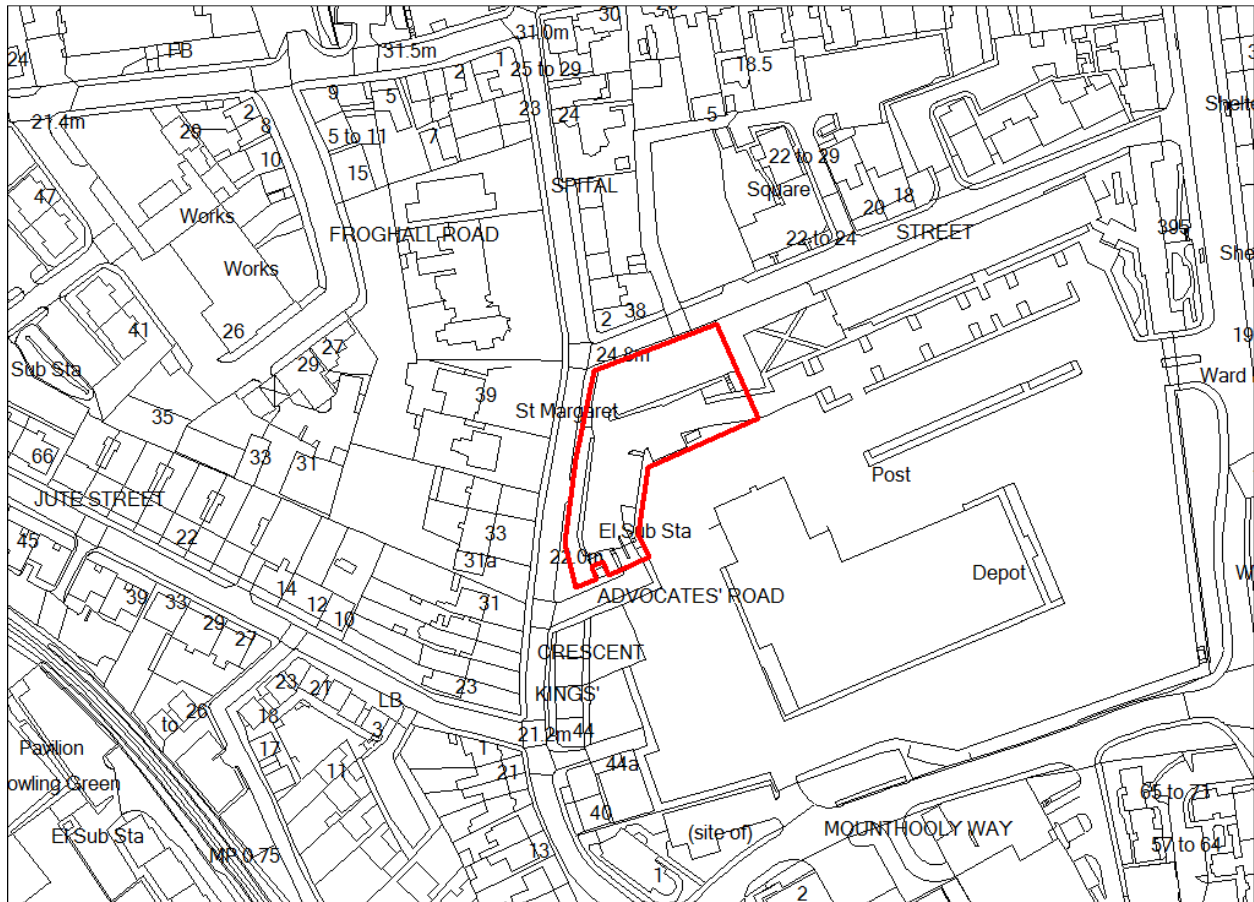
LAND AT ST PETER STREET / KING'S  
CRESCENT, ABERDEEN., ABERDEEN

ERECTION OF STUDENT ACCOMODATION  
AND ASSOCIATED WORKS.

For: Ardmuir Developments Ltd

Application Type : Detailed Planning Permission  
Application Ref. : P151811  
Application Date: 20/11/2015  
Officer: Gavin Evans  
Ward : George Street/Harbour (M Hutchison/J  
Morrison/N Morrison)

Advert : Section 60/65 - Dev aff  
LB/CA  
Advertised on: 16/12/2015  
Committee Date: 11<sup>th</sup> February 2016  
Community Council : Comments



**RECOMMENDATION:** Willingness to approve subject to conditions, but consent to be withheld until contributions towards the provision of a City Car Club vehicle, including leasing and costs associated with the progression of Traffic Regulation Orders as necessary, have been secured

## **DESCRIPTION**

The application site, which extends to some 2825sqm, is located at the junction of King's Crescent and St. Peter Street and is currently used as a car park for employees based at the adjacent First Bus headquarters and depot. St Peter Street is closed off at its eastern end, so traffic at this junction is largely limited to local access. The site is conveniently located for Aberdeen University's campus and shops and services on King Street. King's Crescent rises up from Mounthooly until it reaches the top of the Spital, and incorporates a variety of houses and tenements that vary in size and height. Ground levels rise sharply to the west side of King's Crescent, elevating many of the buildings on that side from street level.

There are a number of existing trees arranged along the boundaries of the site, which are detailed more fully later in this report.

The site itself lies outwith the Old Aberdeen Conservation Area, however the wall along its western edge marks the boundary to the C/A. There are two category B listed 'march stones' present, one just outwith the site, on the outside of the wall towards the junction of St Peter Street and King's Crescent, and another which is within the site, incorporated into the existing wall, which historically enclosed a granite merchant's yard.

## **RELEVANT HISTORY**

None of direct relevance.

## **PROPOSAL**

Detailed planning permission is sought for the construction of a student accommodation development comprising a total of 176 bed spaces, arranged in 3-4 bed units, each of which has shared kitchen, living and bathroom facilities. The proposal involves the construction of a building spanning between 3 and 5 storeys, which can be accessed via both St Peter Street and King's Crescent. Shared outdoor amenity space is provided to the rear of the building. The building would be finished in glass, timber and stone cladding, alternating in their use to break up the long King's Crescent street frontage.

No car parking is provided to serve the student accommodation, with the exception of 2no disabled parking spaces and 1no staff space, with a separate drop-off area for students. In addition, 72 cycle parking spaces are provided.

As the site currently provides staff parking for the adjacent First bus depot, this proposal necessitates a reconfiguration of the First site to accommodate the displaced staff parking. As part of this exercise, 26no spaces will be provided within the application site, but underneath the area to the rear of the student accommodation and accessible only via the King Street access to the First depot.

## **Supporting Documents**

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at



<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=151811>

On accepting the disclaimer enter the application reference quoted on the first page of this report.

- Pre-Application Consultation Report
- Design Statement
- Planning Policy Statement
- Tree Survey and Report
- Transport Statement

### **PRE-APPLICATION CONSULTATION**

The proposed development was subject to pre-application consultation between the applicant and the local community, as required for applications falling within the category of major developments as defined in the 'Hierarchy of Development' Regulations. The consultation involved a manned public consultation event being held on Thursday 8 October 2015 at St Mary's Parish Church, King Street. A leaflet detailing the proposal and notifying of the public consultation event was issued to in advance of the event to properties in the surrounding area.

Comments received related to the general issues of: noise and anti-social behaviour and the need for management; a need for affordable, quality student accommodation in the city; additional green and communal spaces required; height, massing and appearance of proposed buildings; and car parking.

### **REASON FOR REFERRAL TO COMMITTEE**

The application has been referred to the Planning Development Management Committee because (i) more than 5 letters of objection have been received; and (ii) the local Old Aberdeen Community Council has objected to the proposal. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

### **CONSULTATIONS**

**Roads Development Management** – No objection provided that the following matters can be secured:

- Upgrading of the existing footway along King's Crescent and St Peter Street.
- Provision of a Car Club vehicle on Advocate's Road.
- Provision of a Travel Plan based on the Framework Travel Plan provided within the Transport Assessment.

**Environmental Health** – No objection. Recommend that construction works are limited to specified hours

It is also recommended that conditions are attached to any consent to secure information relating to potential contamination and in order to agree appropriate remediation as required.

Some concern is expressed regarding the location of a secondary bin store area within the site, as this would potentially require refuse vehicles to undertake undesirable reversing manoeuvres, however it has been established in discussion with Roads colleagues that the operators of the student accommodation would be responsible for making bins available for collection close to the main bin store at Advocate's Road. In the interest of public hygiene, bin stores should be provided with a gulley and suitable wash-down facilities.

**Developer Contributions Team** – Confirm that no developer contributions are payable for this development proposal.

**Communities, Housing and Infrastructure (Flooding)** - No response

**Community Council** – Old Aberdeen Community Council has expressed its objection to the proposal. Issues raised include the following:

- Overdevelopment of the site
- Lack of available car parking
- Over-provision of student accommodation in the area
- Pedestrian safety
- Noise arising from the development
- Scale and form of the development is incompatible with its setting in a Conservation Area
- Conflict with ACC's own 'Student Accommodation' Technical Advice Note and 'Strategic Overview and Management Plan of Conservation Areas'.

## **REPRESENTATIONS**

53 number of letters of representation have been received – it is noted that 8 of these come from a single household. Objections raised relate to the following matters –

- Excessive concentration of student accommodation in the area;
- Car parking is insufficient, which may lead to road safety issues;
- Loss of existing trees
- Overshadowing/loss of daylight caused by the new building
- Impact on Old Aberdeen Conservation Area
- Design and materials not in keeping with context
- Noise arising from the depot will cause disturbance
- Poor air quality due to the proximity of the First depot
- Adverse impact on commercial operations within the First depot

The representations received also include a letter of support from First, confirming that alternative arrangements will be made within their depot for staff

car parking, and that disposal of this land will allow for investment in the existing business.

## **PLANNING POLICY**

### **National Policy and Guidance**

#### Scottish Planning Policy (SPP)

#### Aberdeen City and Shire Strategic Development Plan (SDP)

Paragraph 3.9 recognises Aberdeen City as a strategic growth area and states a preference for development on brownfield sites.

Paragraph 3.20 emphasises the need for improvement of environmental quality and high quality design.

### **Aberdeen Local Development Plan**

Policy I1: Infrastructure Delivery and Developer Contributions

Policy T2: Managing the Transport Impact of Development

Policy D1: Architecture and Placemaking

Policy D2: Design and Amenity

Policy D3: Sustainable Travel

Policy H2: Mixed Use Areas

Policy H3: Density

Policy R2 - Degraded and Contaminated Land

Policy R6 - Waste Management Requirements for New Development

Policy R7: Low and Zero Carbon Buildings

### **Proposed Aberdeen Local Development Plan**

Policy D1 – Quality Placemaking by Design

Policy T2 – Managing the Transport Impact of Development

Policy T3 – Sustainable and Active Travel

Policy I1 – Infrastructure Delivery and Planning Obligations

Policy H2 - Mixed Use Areas

Policy H3 - Density

Policy R2 - Degraded and Contaminated Land

Policy R6 - Waste Management Requirements for New Development

Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency

Policy T5 - Noise

### **Supplementary Guidance**

'Low and Zero Carbon Buildings'

'Transport and Accessibility'

### **Other Relevant Material Considerations**

Student Accommodation Technical Advice Note (TAN)

Old Aberdeen Conservation Area Character Appraisal 2015

## **EVALUATION**

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a duty on planning authorities to preserve and enhance the character or appearance of conservation areas

### **Principle of Student Accommodation Use**

The Strategic Development Plan sets the spatial and economic strategies for the whole plan area – identifying strategic growth areas as well as areas for local growth and diversification. It also seeks to promote sustainable development - to reduce carbon dioxide production and adapting to the effects of climate change whilst maintaining and improving the region's built, natural and cultural assets.

The location of purpose-built student accommodation on an urban brownfield site, which is situated close to both Aberdeen University itself and the public transport routes serving Robert Gordon University, is consistent with the SDP's aims for new development to facilitate sustainable travel and promote the redevelopment of brownfield land. The site lies within an area identified as 'mixed use' in the adopted Aberdeen Local Development Plan (ALDP), with the applicable policy H2 stating that development in such areas must take into account existing uses and character of the surrounding area and avoid undue conflict. Where new housing development is proposed, that should not impinge upon the continued operation of existing businesses, and conversely non-residential development must not adversely affect the amenity of existing residential uses. Other ALDP policies of particular significance, which are summarised above, include D1 (Architecture and Placemaking); D2 (Design and Amenity); and D3 (Sustainable Travel). Also of relevance are policies I1 (Infrastructure Delivery and Developer Contributions) and H3 (Density). The relevant supplementary guidance documents relating to 'Transport and Accessibility' and 'Low and Zero Carbon Buildings' are applicable, along with the technical advice note on Student Accommodation.

Against this policy context, the determining issues in this case are whether the proposed development to provide a new block of 176 student bed spaces, with associated communal areas and parking:

- would be detrimental to the amenity of residential properties nearby;
- would detract from the character or appearance of the Conservation Area or the local mixed use area generally; and if so:
- whether the benefits of the proposed development would be sufficient to outweigh any likely adverse effects

### **Traffic Impacts, Access Arrangements and Car Parking**

The proposed development is essentially a 'car-free' development, providing spaces on-site for staff and disabled access only. A separate student drop off point is also available. The applicants have agreed to make financial contribution towards the operation of a Car Club vehicle on Advocate's Road in order to offset the absence of on-site parking, which is an arrangement recognised as a suitable alternative by the Council's relevant 'Transport and Accessibility' supplementary guidance. This guidance highlights the Local Transport Strategy's aim to reduce the amount of unnecessary car use and dependency, stating that Aberdeen City Council will support and encourage low or no car housing, and recognising the contribution this can have towards sustainable development. This approach is not suitable to all sites and developments, however parking guidelines for student accommodation are significantly lower than for mainstream residential use, recognising lower car ownership among students. It is also of note that there are good public transport links near the site, the city centre is within reasonable walking distance and the university, which would attract a high proportion of trips, is within easy reach via sustainable means of travel. All of these factors contribute to ensuring that the need for car journeys is minimised. The presence of a Car Club vehicle for communal use will also allow for occasional car trips, further reducing the need for private car ownership. Taking account of these matters, it is concluded that this location lends itself well to a low-car approach, and would encourage sustainable travel, with provision made for Car Club facilities as an alternative to on-site car parking, consistent with the Council's Transport and Accessibility supplementary guidance and the associated policies T2 (Managing Transport Impact of Development) and D3 (Sustainable and Active Travel). It is noted that the reconfiguration of staff car parking within the bus depot site would involve all staff access being taken from King Street, with Advocate's Road no longer used for access to the depot.

### **Amenity and Privacy issues**

The proposed building is arranged with a public face onto both King's Crescent and St Peter Street, with communal amenity space provided to the rear, private side of the building. Whilst the concerns raised by objectors are noted, including fears of over-provision of student accommodation in the surrounding area, these are considered not to be sufficient to refuse the current proposal in this highly accessible mixed-use area that includes a wide range of residential accommodation types. Separation from adjoining buildings is sufficient to ensure that there would be no undue loss of privacy as a result of the proposed development. Student accommodation developments generally do not generate the same demand for traditional 'gardens' as mainstream residential accommodation, and there is an acceptance that amenity spaces will generally be less extensive, particularly in higher density urban developments. In this regard the amenity space provided within the site is considered to be sufficient to serve the development, and is broadly consistent with other purpose-built student accommodation in the City. As regards noise arising from the First site, the Council's Environmental Health section has raised no concerns relating to the principle of the use, and recommends that a noise assessment be secured by condition. It is recognised also that the presence of the new building may act as a barrier between the First site and King's Crescent, providing a degree of both screening and acoustic buffering. The building would be sufficiently separated

from neighbouring buildings and residential uses to ensure that any shading caused would be at a level to be expected in an urban setting, and would be for limited periods during the day. Daylighting to nearby properties would not be adversely affected due to that separation. Taking account of these matters, it is considered that the proposal would achieve an appropriate standard of amenity for its residents, and would not result in any undue impact on the amenity of those in the surrounding area, nor preclude continued commercial operations within the existing depot. In this regard, the proposal is considered to accord with the aims of policies D2 (Design and Amenity) and H2 (Mixed Use Areas) of the ALDP.

### **Density**

The proposed development is purpose-built student accommodation, and therefore not mainstream residential accommodation, however it would nevertheless be consistent with the aims of Policy H3, in that it achieves a minimum density of 30 dwellings/hectare (if each cluster of beds sharing communal facilities is considered a residential unit), and provides higher-density accommodation in a location which is highly accessible to both the universities it would serve and the city centre. Policy H3 recognises that it may be desirable to consider providing higher densities in the City Centre and around local centres and public transport nodes.

### **Design, Scale and Form of Development**

The application site's current use as a car park serving the wider bus depot to the east contributes little to the character of the surrounding area, though it is noted that the granite boundary wall enclosing the site from King's Crescent and St Peter's Street possesses its own historic interest, having enclosed a granite merchant's yard that previously occupied the site. Provided this strong linear feature can be retained and sensitively incorporated into any redevelopment, new development on this site offers an opportunity for enhancement of the conservation area, subject to the new development being appropriate in form and content.

The proposal acknowledges the changing ground levels along King's Crescent and the character of the surrounding built form, with efforts made to demonstrate a gradual stepping in the height of the building. The siting of the building close up to the pavement edge is consistent with neighbouring buildings on this eastern side of King's Crescent, and its elevational treatment is broken down into distinct sections through the use of varied materials, with the aim of reducing massing and giving a degree of vertical emphasis to the long building frontage. Concerns raised by officers in relation to overall building height have been addressed through the removal of one floor of accommodation across much of the development. This provides a much more characteristic scale of development, which steps up from 3 storeys at its southern end, with a predominantly 4-storey frontage and a limited 5-storey element at the corner of King's Crescent and St Peter Street. It is noted that 4 storeys within a modern building is broadly comparable to 3 storeys in a traditional building, with the result that the building now sits comfortably alongside existing blocks. The western side of King's Crescent includes buildings of a lesser scale, however it is noted that at this

section of the street these buildings are set at a significantly higher level, and are well set back from the road, with a degree of screening provided by existing mature trees to the fore of their plots, so will not be seen prominently in the context of the proposed building.

As regards materials, the building would utilise stone cladding alongside timber linings and full-height glazing, with entirely glazed sections highlighting building entrances whilst also assisting in dividing the frontage into distinct sections. Alterations to the existing boundary wall are required, including the formation of new openings at building entrances, as well as limited areas of lowering and the installation of railings to retain the sense of a strong enclosing edge whilst allowing for increased daylight to ground floor windows. As noted in the response from Roads Development Management colleagues, a footway of 1.5m width is required at the development frontage, and there would be strong concerns if the existing footway was to be retained at its current sub-standard width. On that basis, a pinch point in the footway would be removed through minor re-positioning of the mid-section of the boundary wall, thus achieving the required width. Ideally the wall would be retained in its current form, however these works are relatively minor in nature and would allow for a safe pedestrian environment to be provided, suitable for all users.

The development plan states no requirement for the use of granite within Conservation Areas in all instances, and contemporary development on a site such as this offers an opportunity for alternatives to be considered. The proposed building would be afforded a degree of separation from its nearest neighbours due to the presence of St Peter Street and Advocate's Road, so the use of an alternative material as proposed would not provide the same obvious contrast as might otherwise be the case. On that basis, it is considered that the materials to be used are an appropriate contemporary response and are compatible with the site context and the more traditional buildings in the area.

Taking these points into account, it is concluded that the proposal demonstrates due regard for its context, in accordance with policy D1 (Architecture and Placemaking) of the ALDP, and that there would be no materially adverse impact on the character or appearance of the Old Aberdeen Conservation Area.

### **Trees**

A total of 17no trees are identified in the submitted survey. These are predominantly located along the western site boundary, at the edge of the existing car park area. Many of these existing trees grow very close to boundary walls, in limited areas of soil, and their growth and prospects have been compromised as a result. This is reflected in their categorisation as category C trees, the condition of which ranges from poor to fair. Whilst it is recognised that the planning authority has a duty to consider and provide for the retention of existing trees where appropriate, these specimens are considered to be of limited quality individually. They do collectively make a contribution to the character of this part of the Conservation Area, offering a softer edge to this otherwise uncharacteristically open section of streetscape, however that same sense of enclosure could be achieved through the redevelopment of the site, and it is

considered that these trees are not of sufficient quality to warrant their retention at the expense of redevelopment.

### **Low and Zero Carbon Buildings**

Supporting statements state that photovoltaic panels will be incorporated into the development at roof level, however detailed proposals have not been provided in support of the application, and it will therefore be necessary to attach a condition to any consent in order to obtain such details and to ensure installation of equipment prior to occupation.

### **Environmental Issues**

The potential for site contamination has been identified by colleagues in the Council's Environmental Health section, and it is therefore appropriate to require that appropriate investigation and remediation works are carried out prior to any occupation of the site. Conditions are attached to the consent to address these matters. No concerns have been raised by Environmental Health colleagues in relation to air quality issues. It is noted that the development itself would not be responsible for any material impact on air quality, and existing emissions from the adjacent depot are not considered to preclude development in this location.

### **Student Accommodation Technical Advice Note (TAN)**

The Council's Student Accommodation Technical Advice note is non-statutory planning advice, and does not enjoy the same weight in decision-making as the plan itself or its associated supplementary guidance, but nevertheless represents a material consideration in the planning authority's assessment. This TAN recognises that purpose built student accommodation is essential in contributing to the creation of sustainable communities in Aberdeen as such developments offer choice to students in the city. They help to relieve pressure on the local housing stock and pressures on Houses in Multiple Occupation (HMOs). The accessibility of this site has been previously addressed, with reference made to the close proximity of the Aberdeen University campus, the available bus services and the convenient location relative to the City Centre. It has also been established that the proposal would not result in undue conflict with adjacent properties or the general amenity of the area, and has been designed with due regard to its context. The submitted planning statement states that the scheme would be developed and subsequently owned, managed and maintained by Ardmuir, however a management plan can also be secured via use of a planning condition.

### **Proposed Aberdeen Local Development Plan**

The Proposed ALDP was approved for submission for Examination by Scottish Ministers at the meeting of the Communities, Housing and Infrastructure Committee of 27 October 2015. It constitutes the Council's settled view as to what should be the content of the final adopted ALDP and is now a material consideration in the determination of planning applications, along with the adopted ALDP. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether:



- these matters have been subject to representation and are regarded as unresolved issues to be determined at the Examination; and
- the relevance of these matters to the application under consideration.

Policies and proposals which have not been subject to objection will not be considered at Examination. In such instances, they are likely to be carried forward for adoption. Such cases can be regarded as having greater material weight than those issues subject to Examination. The foregoing can only be assessed on a case by case basis.

In relation to this particular application the policies listed below are of relevance.

Policy I1 – Infrastructure Delivery and Planning Obligations

Policy T2 – Managing the Transport Impact of Development

Policy D1-Quality Placemaking by Design

Policy T3 – Sustainable and Active Travel

Policy T5 – Noise

Policy H2 - Mixed Use Areas

Policy H3 – Density

Policy R2 - Degraded and Contaminated Land

Policy R6 - Waste Management Requirements for New Development

Policy R7 - Low and Zero Carbon Buildings and Water Efficiency

Policies I1, T2, T3, D1, H2, H3, R2, R6 and R7 substantively reiterate policies in the adopted local plan. Policy R7 introduces new requirements relating to the use of water saving technologies and techniques, stating that detailed requirements will be set out in supplementary guidance which, as yet, has not been published for consultation. On that basis, there is no detailed guidance on this issue, and no guidance against which to assess the proposal, therefore it cannot reasonably be considered that there is conflict with policy R7 of the proposed plan. The site remains zoned as part of a mixed use area, and the corresponding policy (H2 in both the adopted and proposed plans) is largely unchanged.

Policy T5 is a new introduction to the proposed plan, requiring that Noise Impact Assessment (NIA) be carried out where there is potential for significant exposure to noise as a result of development. Environmental Health colleagues have identified the potential for noise originating from the adjacent bus depot to cause disturbance, and so have recommended that a condition be used to require submission and agreement of a noise assessment, along with implementation of any recommended mitigation measures prior to occupation. Given the presence of many existing residential properties within similar distance of the depot, there is a reasonable expectation that mitigation will be possible, and compliance with this policy can be achieved.

### **Matters raised in representations and by local Community Council**

The issues raised in relation to: trees; car parking and access; noise disturbance; scale, density and form of development; impact on the Old Aberdeen Conservation Area; and impact on existing amenity are addressed in the preceding sections of this report. As regards the continued operation of the bus depot, it is noted that First have submitted a letter stating their support for the

proposal. Beyond that, this is a mixed use area where there is a balance to be struck between residential amenity and existing commercial uses, however in this instance the bus depot is a well-established presence, and the proposed development is broadly comparably to other residential uses neighbouring the site. On that basis, it is concluded that these uses are sufficiently compatible within a mixed-use area. As regards over-provision of purpose-built student accommodation, it is noted that the Council's TAN recognises the importance this form of development plays in freeing up mainstream housing stock. The areas around the City's universities have traditionally had a higher concentration of students than most, and it is noted that purpose-built facilities such as this will not necessarily be indicative of an increase in that population, but rather a shift away from less formal historic arrangements. In general the market will determine whether there is demand for student accommodation, and the role of the planning authority will be in determining whether the concentration of purpose-built student accommodation in an area is at a level which represents a threat to amenity. At present, this is not considered to be the case, and it is reasonable that such a development is sustainably sited close to the university.

### **Conclusion**

This proposal is compatible with the mixed-use zoning of the site, and proposes a contemporary built form which demonstrates due regard for its context. The site is conveniently located for Aberdeen University and local bus services, whilst also being within ready walking distance of the City Centre. Revisions to the scheme have resulted in an appropriate scale of development, which respects the surrounding built form and would not result in adverse impact on the character or appearance of the Old Aberdeen Conservation Area. On balance, the proposal is considered to accord with the provisions of the Aberdeen Local Development Plan, and no material considerations, including the content of the proposed local development plan, representations and consultation responses, have been identified that would warrant determination other than in accordance with the development plan, and it is therefore recommended that the application be approved subject to the conditions set out below.

### **RECOMMENDATION**

**Willingness to approve subject to conditions, but consent to be withheld until contributions towards the City Car Club have been secured**

### **REASONS FOR RECOMMENDATION**

The proposal demonstrates due regard for its context, and makes a positive contribution to its setting, as required by policy D1 (Architecture and Placemaking) of the Aberdeen Local Development Plan (ALDP). The use would not result in any undue conflict with the adjacent land use and amenity, and represents an appropriate density of development, as required by policies H2 (Mixed Use Areas) and H3 (Density) of the ALDP respectively. The development provides appropriate staff and disabled car parking facilities, along with cycle parking and appropriate means of access. The provision of funding for a Car

Club vehicle is recognised as being an acceptable alternative to on-site parking, as required by policy T2 (Managing the Transport Impact of Development) and the associated 'Transport and Accessibility' supplementary guidance, and the site is highly accessible by sustainable means of travel, in accordance with policy D3 (Sustainable and Active Travel). An appropriate level of amenity would be created for residents of the development, as stated in policy D2 (Design and Amenity) of the ALDP, and any potential contamination connected to historic uses can be addressed through appropriate remediation works. Compliance with policy R7 (Low and Zero Carbon Building) of the ALDP and the associated supplementary guidance can be secured through condition. No material considerations, including the issues raised in representations or the content of the Proposed Aberdeen Local Development Plan, have been identified which warrant determination other than in accordance with the Development Plan.

## **CONDITIONS**

(1) No development shall take place unless it is carried out in full accordance with a scheme to address any significant risks from contamination on the site that has been approved in writing by the planning authority.

The scheme shall follow the procedures outlined in "Planning Advice Note 33 Development of Contaminated Land" and shall be conducted by a suitably qualified person in accordance with best practice as detailed in "BS10175 Investigation of Potentially Contaminated Sites - Code of Practice" and other best practice guidance and shall include:

1. an investigation to determine the nature and extent of contamination
2. a site-specific risk assessment
3. a remediation plan to address any significant risks and ensure the site is fit for the use proposed
4. verification protocols to demonstrate compliance with the remediation plan

(2) No building(s) on the development site shall be occupied unless:

- (i) any long term monitoring and reporting that may be required by the approved scheme of contamination or remediation plan or that otherwise has been required in writing by the planning authority is being undertaken; and
- (ii) a report specifically relating to the building(s) has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues related to the building(s) have been carried out,

unless the planning authority has given written consent for a variation.

The final building on the application site shall not be occupied unless a report has been submitted and approved in writing by the planning authority that verifies that the remedial works have been carried out in full accordance with the remediation plan, unless the planning authority has given written consent for a variation.

- reason: to ensure that the site is suitable for use and fit for human occupation

(3) that no development pursuant to this planning permission shall take place nor shall the building be occupied unless there has been submitted to and approved in writing for the purpose by the Planning Authority an assessment of the noise levels likely within the building, unless the planning authority has given prior written approval for a variation. The assessment shall be prepared by a suitably qualified independent noise consultant and shall recommend any measures necessary to ensure a satisfactory noise attenuation for the building. The property shall not be occupied unless the said measures have been implemented in full - in the interests of residential amenity.

(4) The building hereby approved shall not be occupied unless a scheme detailing proposals for the storage and collection of refuse generated on the site, including recycling facilities has been submitted to and approved in writing by the planning authority – and the provisions of that scheme shall be implemented in full at all times when the building is in use.

Reason: to promote sustainable principles and safeguard public health and residential amenity.

(5) No works in connection with the development hereby approved shall take place unless a scheme of hard and soft landscaping works has been submitted to and approved in writing by the planning authority. All planting, seeding and turfing shall be carried out in accordance with the approved scheme during the first planting season following completion of the development and any trees or plants which within a period of 5 years from the completion of the development are, in the opinion of the planning authority, dying or have been severely damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted.

Reason: to ensure the implementation of a satisfactory scheme of landscaping in the interests of the amenity of the site and the surrounding area

(6) The development hereby approved shall not be occupied unless the proposed carparking areas have been constructed, drained, laid-out and demarcated, all in accordance with drawing nos. PL-03 and PL-04-revD of the plans hereby approved or other such drawing as may be subsequently submitted and approved in writing by the planning authority. Thereafter, parking areas at lower ground floor level shall not be used for the parking of vehicles relating to the student accommodation, with surface level parking only utilised for that purpose. None of the units hereby approved shall be occupied unless the cycle storage facilities shown on drawing number 950-P-029-C have been implemented and are available for use.

Reason: to ensure public safety and traffic management of the area concerned and to encourage use of sustainable forms of transport.

(7) The building hereby approved shall not be occupied unless a scheme detailing compliance with the council's Low and Zero Carbon Buildings supplementary guidance has been submitted to and approved in writing by the planning authority - and any recommended measures within that scheme for the reduction of carbon emissions have been implemented in full - to ensure the building complies with the council's requirements regarding energy efficiency and carbon emissions.

(8) No development in connection with the permission hereby approved shall take place unless the full details of the proposed means of disposal of foul and surface water from the development have been submitted to and approved in writing by the planning authority. Unless otherwise agreed in writing by the planning authority, surface water shall be disposed of via the use of a sustainable urban drainage system and the development shall not be occupied unless the agreed drainage system has been provided in its entirety and maintained thereafter at all times in accordance with the approved scheme - to ensure the provision of an adequate drainage system in the interests of the amenity of the area.

(9) No development in connection with the permission hereby approved shall take place unless details of all the materials to be used in the external finishes for the proposed development have been submitted to and approved in writing by the planning authority. The development shall be carried out in full accordance with the approved details - In the interests of the appearance of the development and safeguarding the visual amenity of the area.

(10) No development in connection with the permission hereby approved shall take place unless a detailed methodology for dountaking and reconstruction of the existing boundary wall, including details of the proposed railings and the re-siting of the existing march stone, has been submitted to and approved in writing by the planning authority. The development shall thereafter be carried out in full accordance with the approved details - In the interests of safeguarding the visual amenity of the area and preserving the character of the conservation area.

(11) No development, including dountakings, in connection with the permission hereby approved shall take place unless a detailed photographic record of the existing boundary wall has been submitted to and approved in writing by the planning authority - in the interests of recording the wall in its current condition and informing future assessment of proposals within the Conservation Area.

(12) The development hereby approved shall not be occupied unless provision has been made for the upgrading of the footway at the development frontage on St Peter Street and King's Crescent, in accordance with a scheme which has first been submitted to and approved in writing by the planning authority prior to the commencement of works- in the interests of safe pedestrian accessibility.

(13) That no development shall be undertaken pursuant to this grant of planning permission unless a scheme detailing the provision of a Car Club vehicle on Advocate's Road, along with associated lining and signage. Thereafter the

development shall not be occupied unless provision has been made in accordance with the agreed scheme – in order to provide an appropriate alternative to on-site residents' car parking.

(14) That the development hereby approved shall not be occupied unless a Travel Plan has been submitted to and agreed in writing by the planning authority, including details of a Travel Pack to be provided to residents of the development – in the interests of encouraging sustainable travel.

(15) That the development hereby approved shall not be occupied unless a Management Plan relating to the operation of the approved student accommodation facility has been submitted to and agreed in writing by the planning authority, and thereafter is managed in accordance with the details so agreed – in the interests of preserving residential amenity and managing vehicle traffic associated with the development.

## **INFORMATIVE**

1. In order to protect residents of the surrounding properties from any potential noise nuisance from the proposed demolition and building works, demolition and construction should not occur:

[a] outwith the hours of 0700 –1900 hours, Monday-Friday inclusive;

[b] outwith the hours of 0800-1600 hours on Saturdays; and

[c] at any time on Sundays, except for works inaudible outwith the site application site boundary.

The applicant should contact this Service at an early stage and before construction work has started to discuss the proposed means of noise control.

**Additional Circulation – Agenda item 2.1: Land at St Peter Street / King’s Crescent – Student Accommodation – P151811**

**Revised condition (14): Travel Plan**

(14) That the development hereby approved shall not be occupied unless a Travel Plan has been submitted to and agreed in writing by the planning authority, including details of a Travel Pack to be provided to residents of the development. Thereafter, the development shall operate in full accordance with all measures identified in the Travel Plan from first occupation.

(a) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.

(b) Within the timeframes specified in the agreed Travel Plan, evidence shall be submitted to demonstrate compliance with the agreed monitoring and review mechanisms

Reason: In order that the planning authority is satisfied as to the practicality, viability and sustainability of the travel plan and to ensure compliance with policy D3 of the Aberdeen Local Development Plan 2012

**Additional Informative Note**

For the avoidance of doubt, this application has been considered on the basis of purpose-built student accommodation representing a 'sui generis' use which is distinct from mainstream residential flats. It should be clearly understood that this building may not be occupied for any other use, including mainstream residential use, without a subsequent grant of planning permission.

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# OLD ABERDEEN COMMUNITY COUNCIL

Development Management  
Planning and Sustainable Development  
Aberdeen City Council  
Business Hub 4, Marischal College  
Broad Street  
Aberdeen, AB10 1AB

107 High Street  
Old Aberdeen AB24 3EN

12th January 2016

Dear Mr Evans

## Planning application 151811 – student accommodation; King's Crescent & St Peter's Street

On behalf of the nearby residents and to protect the Old Aberdeen Conservation Area, the Old Aberdeen Community Council wishes to OBJECT to this application on the following grounds:

### **1. Overdevelopment of the site**

*Not in compliance with: 'Student Accommodation TAN'. para 3.4; 'Successful built developments ... must be located and designed to minimise adverse impacts on their surroundings. Such impacts include overlooking, overshadowing or over-domination of buildings'.*

Too high. The scale of the proposed development is significantly higher than the 3 storey block to the immediate north, 2 the Spital, and higher than the 3 storey block to the south; 54 Kings Crescent. On 26 November we asked the developer; Montagu Evans, for an elevation to show the relationship between the proposed development and the existing housing, but they have given no indication that this will be provided. This may be construed as an indication as to just how excessive the development height is likely to be. Copies of the email communication are with the Planning Department.

Too close to the road. The proposed new building comprises a number of blocks which vary in distance from the road edge, but the overall impression is of close proximity. This makes the structure highly intrusive and offers an overbearing aspect to the residents of Kings Crescent.

### **2. Lack of parking**

*Not in compliance with: 'Student Accommodation TAN'. para 3.10; 'car parking guidelines'.*

- King's Crescent is not in a CPZ and residents currently experience difficulty parking nearby. Add into the mix friends and family of 202 students and this could become impossible. While the developer seeks to make a virtue of providing zero parking for students, the reality will be that a small number will have cars and will create further parking pressure on the limited existing parking spaces in what is not a CPZ.
- There is no adequate provision for temporary unloading and loading of students' property at the beginning and end of each academic year.
- As per the relevant TAN and the Local Plan Supplementary Guidance on Transport and Accessibility, one parking space per 10 students should be provided.
- As designed, First Bus will lose 26 car parking spaces and while the stated intention is for FirstBus to provide supplementary parking on site, this does not form part of the application and thus may never happen, creating significantly more pressure on the road parking. It should be noted that the present level of parking available for FirstBus drivers is already insufficient as the intense use of Advocates Road and its pavement attests.
- The provision of a car club space on public road would appear to exceed the gift of a private developer?

### 3. Overprovision

There is already a high density of dedicated student accommodation in the immediate area with a new block on the North side of St Peter's St and a further two blocks at King St, at the end of St Peter's Street and Merkland Road, while St Martha's House, just a few yards up the Spital, is also a dedicated student accommodation block.

*The proposal fails to meet: 'Student Accommodation TAN'. para 3.2; '...proposals ... should give adequate consideration to ... identified need'.*

### 4. Pedestrian Safety

*Not in compliance with: 'Student Accommodation TAN'. para 3.3; '... safe and secure pedestrian links ..'.*

If all the many student accommodation units current being built and under planning application end up built, then at around 9am there is likely to be hundreds of students all walking north to get to their first lesson of the day.

151811 This development:	202 beds
151772 Former BT workshops:	425 beds
120946 St Peters Street	125 beds
141753 Causewayend	173 beds
141090 Powis Place	196 beds
141096 Causewayend school	400 beds (approx)
	1521 beds, excluding all students in HMOs and any students from the Spring Garden student accommodation development

The Spital – College Bounds pavements are narrow and undersized for pedestrians, as noted in the Old Aberdeen Conservation Area Appraisal (para. A.3.3.3) and on refuse collection days pavements are often semi-blocked. While the ACC desire for students to be located where they can walk to work is full of good intentions, the reality could become pretty chaotic and is likely to result in many walking along the roadway. It is notable that none of the Transport Statements for the listed planning applications considers the cumulative impact of student from multiple developments heading for the same destination.

### 5. Noise attenuation

Main entries lead straight off public roads and will be a focus for smoking breaks and for late night noisy farewells to the detriment of the neighbours. The loss of trees will mean this source of noise attenuation is no longer available.

### 6. Heritage and Conservation

*Not in compliance with: 'Student Accommodation TAN'. para 3.7; 'Where new developments are proposed in residential areas outwith the city centre, these must have regard to the local residential environment by respecting the existing character, massing and height of the area. These developments must also respect and consider form, landscape and topography, existing street pattern and permeability, noise, scale, materials, connectivity and urban grain'.*

- This is a major development in size and mass and entirely unsuitable for its location on land adjoining and overlooking Aberdeen's prime historic Conservation Area. The design is aggressively modern and out of character with the rest of King's Crescent, - reconstituted stone cladding and timber cladding may have a place in Ardmuir's development on King Street but certainly not here.
- While visual presentation is a highly subjective issue, the drawings provided give little confidence that a sensitive development appropriate for a Conservation boundary is being proposed. While the Old Aberdeen Community Council is not looking for a Georgian / Victorian

pastiche, we expect something better than this overbearing and dull structure that fails to take into consideration its position alongside the Conservation Area.

- Trees. While the trees running along the east wall are of variable quality, the total destruction of 28 trees along the road is unacceptable. The Old Aberdeen Conservation Area Character Appraisals and Management Plan (September 2015) paragraph 3.3.4 notes of the Spital; '... the trees make a significant contribution to the green setting of the Conservation Area ...'. While it is appropriate to remove those trees that are in poor condition or which will shortly damage the old wall, the wholesale removal simply for the convenience of the developer shows a gross lack of sensitivity to the Conservation Area and community.
- The two 16<sup>th</sup>C 'march stones', while acknowledged, have not been assured a safe home.

The Strategic Overview and Management Plan of Conservation Areas - July 2013 makes clear that Aberdeen City Council has a statutory duty to protect and enhance the historic environment and ... try to ensure that initiatives and projects in the area are mindful of this.

Scottish Planning Policy Section 144 also makes clear that proposals outwith a conservation area which will impact on its appearance, character or setting should also preserve or enhance the character or appearance of the conservation area.

#### **In Summary**

OACC contends that this planning application will severely impact the southernmost end of the Old Aberdeen Conservation Area and the residents in King's Crescent and we would therefore ask the Planning Committee, for all the reasons outlined above, to refuse permission for this proposal:

1. Overdevelopment of site - totally overbearing upon the surrounding area
2. An irresponsible lack of parking provision
3. Adds to a significant overprovision of student accommodation in the immediate locality
4. Increases the numbers of students who must negotiate the narrow pavements of Old Aberdeen
5. Lack of consideration of noise mitigation
6. Severe detriment of conservation area due to an unsympathetic, brutalist design

The above is non-compliance with ACC 'Student Accommodation TAN' and the 'Strategic Overview and Management Plan of Conservation Areas - July 2013'.

Yours sincerely





Planning Dept,  
Aberdeen City Council,  
Marischal College

## OLD ABERDEEN HERITAGE SOCIETY

P&SD Letters of Representation		
Application Number:		
RECEIVED 13 DEC 2016		
Nor	Sou	MAp
Case Officer Initials:		
Date Acknowledged:		

11 Greenbrae Crescent,  
Denmore, Bridge of Don  
AB23 8LH  
12<sup>th</sup> January 2016

Dear Sirs,

**King's Crescent / St. Peter Street, Old Aberdeen**

**Proposed erection of six blocks of student flats comprising 202 beds, between 4 and 6 storeys high, facing into the Old Aberdeen Conservation Area**

The society wishes to register **the strongest possible objection** to this planning application.

We are incredulous that such an intrusive, insensitive and otherwise hugely inappropriate development should even have been mooted, far less submitted as a planning proposal. The company behind this clearly have no appreciation of the character, appearance or historic importance of this area.

King's Crescent forms the main approach to the Old Aberdeen Conservation Area, and is of considerable historical importance, being since mediaeval times the principal route into Old Aberdeen.

This development would utterly destroy the character of this special place, both by the loss the boundary wall and trees, and by the erection of such ugly buildings of such mammoth proportions.

The proposed development would undoubtedly be a major blight on the Old Aberdeen Conservation Area.

In the following pages:

- 1) We examine in details the proposals in terms of the damage they would inflict on the Conservation Area (and its listed buildings).
- 2) We also examine the detrimental impact they would have on the neighbourhood in terms of residential amenity.
- 3) We also examine the unsatisfactory (indeed unsafe) level of residential amenity they would afford the prospective inhabitants of the flats.
- 4) Lastly, we examine the cumulative effect of such developments when in high concentration in one area, (such as this), and show that there is no longer a proven need for such accommodation.

For all the reasons in the enclosed submission, we strongly urge the Planning Committee to refuse this application outright.

Yours faithfully,

B. McPetrie  
(Planning Secretary)



## Grounds for Objection

### Background

King's Crescent is a road of considerable historical importance. It forms the first part of the “mediaeval spine” leading from Aberdeen to Old Aberdeen. It contains in its short length several listed buildings, and a variety of granite houses and cottages/villas dating back as far as the 1830s (some of these on the site of an earlier grand house of the 1700s). It is also now the main entrance to the Old Aberdeen Conservation Area.

At present, King's Crescent is almost exclusively residential, with the main exception being the car park on the east side, where the developers now wish to build. The existing car park has limited impact on the streetscape because it is screened by a high granite boundary wall, and a row of trees. The overall impression, looking either up the hill towards the Spital (and the Category 'A' listed Convent), or downhill towards the Category 'B' listed houses on the curve, is one of an attractive road with a distinctive character, which is highlighted in the newly approved Character Appraisal.

The Appraisal describes this curving road as:-

*“noticeably quieter and greener, ... the feeling of being in a distinctive place is immediately apparent”*

### Outline of Concerns

#### **1) EFFECT ON THE OLD ABERDEEN CONSERVATION AREA**

The area on which Ardmuir wish to build is bounded on three sides by the Conservation Area.

The boundary wall which they propose to demolish lies within the Conservation Area, and was specifically included by the City Council in the latest extension to the Conservation Area in recognition of the contribution it makes to the character of the area.

The line of trees directly behind the wall are also partly within the Conservation Area as their branches overhang the wall and pavement, and their roots will also extend to this area.

The site of the proposed development occupies a commanding position going up the hill at the entrance to the Conservation Area, and would undoubtedly dominate the vista looking up or down this road. Any development there would have a profound effect on the character and appearance of the area.

Planning Law and Government Policy decree that:-

*“Proposals for development within conservation areas **and proposals outwith** which will impact on its appearance, character or setting, should preserve or enhance the character and appearance of the conservation area”*

(Scottish Planning Policy Section, para 144)



Also:-

*“Once a Conservation Area has been designated, it becomes the duty of the planning authority ..... to pay special attention to the desirability of preserving or enhancing the character of the area”*

(Scottish Historic Environment Policy p.27. para 2.44)

The proposed development would clearly have a major impact on the “appearance, character and setting” of the Conservation Area, and so, according to Government planning policy, must preserve or enhance that character and appearance. The City Council’s Local Development Plan commits the Council to abiding by these national planning principles.

We are convinced that the Ardmuir proposals would not in any way preserve or enhance the character and appearance of the Conservation Area. Further, we hold that they would seriously damage that character and appearance, and for that reason should be rejected, even if there were no other cogent grounds for objection.

In broad terms, we should like to highlight the following features which would cause harm to the Conservation Area:-

#### **i) Design, Materials, Colour and Scale**

This aggressively modern design is completely out of character with the rest of King’s Crescent and its continuation up the hill.

- a) **The blocks are flat-roofed**, whereas all the existing buildings in the road have traditional pitched, slated roofs. This feature immediately makes the proposed blocks stand out as alien to the neighbouring area.
- b) **The overall appearance is disjointed**, with ‘stepped’ or staggered heights, from 4 to 6 storeys, and an extremely irregular frontage in terms of distance from the pavement. None of the existing buildings in the road display these features within their design. Once again, out of character.
- c) **The style, proportions and size of the windows and doors** are completely at odds with those in the rest of King’s Crescent and its continuation up the hill. They do not preserve the traditional character.

Furthermore, the mix of smaller windows with many floor to ceiling ones is not in tune with the fenestrations of the other flats on this side of King’s Crescent, which all have a regular pattern of windows within each block. The floor to ceiling windows are completely alien in character.

The timber vertical ‘slats’ over the windows are another unsympathetic feature of the design. These are particularly out of place in the midst of a traditional Conservation Area. The vertical and horizontal cladding which covers much of the wall surface area is also out of character.



d) **Materials**

All the existing buildings on either side of this section of King's Crescent, from the junction of Jute Street to well beyond Applebank House and the Convent, are of granite construction; traditional granite houses with traditional slate roofs.

The proposed blocks of flats on the other hand, would be constructed of glass, timber and charcoal grey "reconstituted stone cladding" with charcoal grey render to the rear. Windows would be dark grey aluminium, another feature completely alien to this part of the Conservation Area.

None of these materials in the design could be said to "preserve" or "enhance" the character of this part of the Conservation Area. In fact, it almost seems as if every possible effort has been made to make these materials completely different from the rest of the road. Clearly it is a cheap alternative all round and in no way can it be said to be in character.

e) **Colour**

As indicated above, the colours used in these blocks are also inappropriate for the area. The charcoal grey of the reconstituted stone walling looks extremely dark, almost black, and as well as looking forbidding and depressing, it is clearly very different from the colour of the existing granite buildings round about which are of a traditional mid-grey granite, which looks somewhat lighter on a sunny day. In no weather conditions, however, would the charcoal grey/black of the proposed development look anything but a forbidding near-black, totally out of keeping with the rest of the road.

The timber cladding appears to be a bright pink/orange, which no doubt may fade a bit. but huge areas of bright coloured wood, as proposed, would definitely not echo any aspect of the colours of the surrounding buildings.

f) **Scale**

The proposed development is entirely in conflict with the scale of neighbouring buildings. Even when compared with nearby tenements flats it is considerably taller. The 6-storey blocks on the corner of King's Crescent and St Peter Street, in particular, are at least 1½ storeys taller than the neighbouring granite tenement. This is for maximum profit, with no consideration of its effect on those nearby.

The overall effect of the excessive heights, the 'brutalistic' architecture and the cramming in of so many blocks of such depth into such a small space, is to completely swamp this part of the Conservation Area.

The proposed blocks would completely and utterly dominate the area from whichever angle they were viewed.

The scale of these buildings is totally out of proportion to that of the surrounding buildings, even the tenements on the east side of the road. When compared to the family homes opposite, however, they simply dwarf them almost out of significance. The traditional cottages and even the more substantial family homes would be dwarfed; in particular those directly opposite the proposed blocks. These would undoubtedly also suffer loss of daylight and sunlight and overshadowing to their front gardens, as well as to their homes.



The consequences of the monstrous scale of this development would be to turn what is at present an open section of King's Crescent, characterised by open space and light on both sides, into a road dominated by the immediacy of a long row, right on the roadside, of towering, forbidding buildings, bearing down on the Conservation Area, now robbed of its traditional granite boundary wall and trees, and ruining the setting and amenity of the family homes opposite.

## **Relevant Policies and Guidance**

### **Scottish Planning Policy:-**

*“The planning system should promote the care and protection of the designated and non designated historic environment.”*

(section 137)

*“Proposals for development within conservation areas and proposals outwith which will impact on its appearance, character or setting, should preserve or enhance the character and appearance of the conservation area.”*

(section 144)

### **Scottish Historic Environment Policy**

*“Once an area has been designated, it becomes the duty of the planning authority and any other authority concerned, to pay special attention to the desirability of preserving or enhancing the character and appearance of the area.”*

(section 2.44)

### **Adopted Local Development Plan (2012)**

Policy D5 - *“Proposals affecting Conservation Areas or Listed Buildings will only be permitted if they comply with Scottish Planning Policy.”*

(-viz. preserve or enhance the character and appearance of the area)

### **Proposed Local Development Plan**

Policy D4 - *“The Council will protect, preserve and enhance the historic environment in line with Scottish Planning Policy, SHEP, its own Supplementary Guidance and Conservation Area Character Appraisals and Management Plan.*



*It will assess the impact of proposed development and support high quality design that respects the character, appearance and setting of the historic environment and protects the special architectural or historic interest of its listed buildings, conservation areas.... ”*

### **Conservation Area Strategic Overview and Management Plan**

1:2 - *“It is not only buildings that are of ... interest ... but also the spaces between them. All these elements combine to create an area’s special character. Planning is therefore directed at maintaining and being mindful of the balance and relationships between the various component parts.”*

2:1 - *“Aberdeen City Council has a statutory duty to protect and enhance the historic environment.”*

#### SWOT Analysis - page 12

- listed as a ‘threat’:-

*“unsympathetic development which does not reflect or relate to the character of the conservation area”*

All the above guidance applies to all conservation areas and emphasises the duty of the local authority to protect the conservation area, and to preserve or enhance its character and appearance and setting.

Aberdeen City Council’s Conservation Area Management Plan also stressed the importance of maintaining the integrity of the area, and the balance within it. It also rejects unsympathetic development which does not reflect or relate to the area’s character.

It is our view that Ardmuir’s proposal for King’s Crescent / St. Peter St:-

- a) does not preserve or enhance the character, appearance and setting of the conservation area. The siting and design radically alter its appearance and its character. In no way do they ‘enhance’ it.
- b) does not maintain the integrity of the area. It brings in completely alien elements of design and scale which destroy its cohesion.
- c) does not maintain the balance within it. It fails to take account of the organic, piecemeal development of King’s Crescent, which has resulted in an attractive mix of traditional houses, granite flats and areas of space. This space is part of the balance which is important here, and characteristic. Some of the space is in the form of gardens but some is in areas between tenements such as lanes and the car park bounded by trees and wall. This latter contributes to the balance by being open to the air - not hemming in the road. This open quality echoes the space

created by the gardens opposite, and this gives the area its character:- it is not a typical urban street; - it has a different balance.

- d) does not reflect or relate to the character of the area, and so is unsympathetic in concept. Its design, materials, colour and scale area, as shown earlier, completely at odds with the character of the conservation area.

### **Old Aberdeen Conservation Area Appraisal**

This newly approved and influential document outlines some of the main features of the character of the King's Crescent area:-

In particular, it sets it in historical context at the beginning of the mediaeval road to Old Aberdeen.:-

Page 3 (1.2) - *“Old Aberdeen is an extremely important conservation area because it encompasses a complete town centred on the mediaeval route from Aberdeen, north to the Brig o' Balgownie.”*

*“The spinal route continues to be the dominant feature, and there is a wide range of historic buildings of architectural merit along its length.”*

And, most significantly -

*“To walk along the Spine today leads you through the heart of the Conservation Area and past many of its architectural and historical gems.”*

All these extracts, but particularly this last, stress the fact that the mediaeval ‘spine’, of which King's Crescent is a part, leads through the heart of the Conservation Area.

**King's Crescent runs through the heart of the Conservation Area. Any development on King's Crescent will have a massive effect on the character of the Conservation Area.**

It can be seen from this that any development here would have to be of exceptional sensitivity, and sympathetic to this “extremely important conservation area”.

The Ardmuir proposal exhibits no sensitivity whatsoever to this special area.

In particular, it would destroy one of the main features of character of King's Crescent identified in the Character Appraisal:-

*“King's Crescent is noticeably quieter and greener, ... the feeling of being in a distinctive place is immediately apparent.”*



The development proposed would remove the greenery (trees) on the east side entirely, and would destroy the quiet character by introducing a thoroughly urban, extensive complex of large buildings designed to house the maximum number of occupants, resulting in a highly intensive development, which would clearly generate hugely increased comings and goings, and general noise and disturbance.

Thus Ardmuir's proposal would destroy the two main general elements of the character of this area. It would neither preserve nor enhance them - it would therefore be contrary to policy.

## ii) Loss of trees

The east side of King's Crescent benefits at present from the contribution made to the Conservation Area made by the line of trees just behind the boundary wall, and which branch out over the street. They not only provide effective screening from the car park and depot, but have value in themselves as an attractive border to King's Crescent, complementing the older trees on the west side, so that the view either up or down the hill is one framed by trees. This is very important to many residents, and something they do not want to lose. The 'immaturity' or relative 'quality' of these trees does not matter. They contribute greatly to the 'greening' of this part of the Conservation Area, and so preserve and enhance that 'green' character for which it has been rightly commended in the Character Appraisal.

Residents do not want to lose these trees. We certainly don't want to have them replaced by severe, depressing, brutalistic architecture. The trees we have are an informal mix of all kinds of species, which really enhance the appearance of the Conservation Area, quite apart from soaking up pollution from the traffic and providing roosting places for birds, which can often be seen and heard singing in their branches. Their loss would be a loss to the character and appearance of this special part of the Conservation Area.

It might be mentioned also that trees can be pruned and tidied, but an ugly development would be with us for decades.

## Relevant Policies and Guidance

There are several policies and guidance documents which relate to trees in general, not just in Conservation Areas, or adjacent to them:-

### Adopted Local Development Plan (2012)

#### "Trees and Woodlands"

3.71 - *"Single trees, groups of trees, hedgerow and woodlands throughout Aberdeen all provide important benefits such as a healthier living environment, shade and shelter and habitats for urban wildlife."*

Policy NE5 - “Trees and Woodlands”

*“There is a presumption against all ... development that will result in the loss or damage to established trees ... that contribute significantly to nature conservation, landscape character or local amenity.”*

Supplementary Guidance:- “Trees and Woodlands”

*“The presence of trees contributes to the character, cultural and natural heritage and attractiveness of an area. For this reason, the Council is committed to protecting trees where there is a threat of damage or removal.”*

also:-

*“Trees help to filter harmful pollutants ... soften hard landscape.”*

Supplementary Guidance:- “Landscape”

7.2 - *“All trees contributing to the character of the area must be retained.”*

7.10 - *“The design and layout of the landscape of any development shall demonstrate that it is sustainable, through, for example, the retention of trees, vegetation and open spaces.”*

9.2 - *“Local planning authorities have an express duty through the Planning Act to have regard to the preservation ... of trees.”*

Supplementary Guidance:- “The Subdivision and Redevelopment of Residential Curtilages”

6.1 - Trees

*“There will be a presumption in favour of retaining semi-mature and mature trees either within the site or immediately adjacent to it, regardless of whether they are protected by a Tree Preservation Order or sited in a Conservation Area.”*

These general policies and guidance stress the need to retain trees when development is proposed, - even small scale trees or hedgerows. Their benefits in filtering out harmful pollution is highlighted (an important consideration at King’s Crescent because of both ordinary traffic and the operations of the bus depot); also their contribution to sheltering wildlife (however small). Further, their importance in terms of landscape character, and attractiveness of the area.

All this applies to the trees in King’s Crescent which would be lost if the current proposal were to proceed and it is therefore contrary to all the above policy and guidance in the Adopted Local Plan.



## Specific Conservation Guidance on Trees

### Conservation Area Management Plan

- p.11 - SWOT analysis - a “strength of a conservation area:  
*“open spaces and trees/vegetation ... that soften the extensive use of granite as building material”*
- p.13 - a factor to be considered is how to:-  
*“stem the decline in the number of trees in private properties”*

### Old Aberdeen Character Appraisal

- p.19 - 3.3.4 - in discussing King’s Crescent:-  
*“The trees make a significant contribution to the green setting of the Conservation Area and also help to screen the bus depot by the eastern side of King’s Crescent.”*
- p.22 - a photograph of King’s Crescent showing abundance of trees.

This specific conservation guidance, then, clearly promoted the retention of trees, in terms of “greening”, screening, and softening the landscape.

The Character Appraisal specifically mentions their contribution to the character of the Area, and their removal would therefore clearly be detrimental to that character and so contrary to Scottish Planning Policy.

### **iii) Loss of granite boundary wall**

Ardmuir’s plans involve the entire removal of the granite boundary wall. This wall is of historical significance to the area, as detailed in the Conservation Officer’s original justification for including it specifically in the new extension to this end of the Conservation Area, approved in April 2015. It also receives special mention in the newly approved Character Appraisal for Old Aberdeen.

The loss of this wall would greatly detract from the appearance of the Conservation Area, and also from its character, as all boundary walls are identified as a characteristic feature of King’s Crescent, and should be retained. This particular wall has also been assigned special value on account of its historical connections.

Some stones from this wall would be incorporated into the proposed development, further back from the road, and considerably lower, with gaps cut out, and railings on top. This is not “altering” the wall, as the developers claim, but demolishing it, and re-using it, further back, only in part. Most of the wall would have gone, with merely a token remnant in front of the proposed blocks. The character of this side of King’s Crescent would be irrevocably lost.

## Relevant Policies and Guidance

### Adopted Local Plan

#### Policy D4 - "Aberdeen's Granite Heritage"

*"The City Council will encourage the retention of granite buildings throughout the City.*

*"Consent will not be given for the demolition of granite-built garden or other boundary walls in conservation areas."*

#### Policy D6 - "Landscape"

*"Development will not be acceptable unless it avoids":-*

- 1) "significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place'."*
- 2) "Development should avoid significant adverse impacts upon existing landscape elements, including linear and boundary features or other components which contribute to local amenity."*

### Historic Environment Scotland - "Managing Change" Guidance: "Boundaries"

Page 4 - stresses:-

*"Many present day boundary walls provide visual clues to earlier buildings and structures in the form of blocked windows, doors and other features. These can be important in understanding the historical landscape."*

### Old Aberdeen Character Appraisal

p.22 - "Key Characteristics of Area 'A'" (viz. King's Crescent / Spital)

**"Granite boundary walls are a strong feature"**

(Examples in King's Crescent can be seen on the photograph on the same page)

p.73 - SWOT analysis for King's Crescent / Spital:-

a "Strength" identified is:-

**"Significant numbers of dominant and historic boundary walls remaining"**



In particular, specific to this area:-

p.14 - *“The bus depot’s granite wall on the east side of King’s Crescent is a strong linear feature that shows evidence of former buildings belonging to a prominent granite merchant.”*

The Character Appraisal makes specific mention of the wall which is at risk from Ardmuir’s proposals. It makes clear that it is of importance both to the landscape and by virtue of its historical associations. This last concern is echoed by the “Managing Change” quotation, which places importance on retaining such a wall, (which shows clues to earlier structures) for understanding the historical landscape.

The Character Appraisal denotes this wall as central to the character of this area, so it would be contrary to Scottish Planning Policy to remove it or alter it. Similarly, the current proposals would be contrary to Policy D6, in that they would adversely affect an existing landscape element, and especially a “linear and boundary feature” which contributes not only to local amenity, but also provides a distinct sense of place. Policy D6 deems this unacceptable.

Policy D4 forbids the demolition of granite-built boundary walls in conservation areas. The wall in King’s Crescent must therefore not be taken down from its present position.

**All these policies and guidance, drawn together, prohibit the removal of the existing wall.**

#### iv) Loss of Important Views

The proposed development would result in the loss of two important views, both of Category ‘A’ listed buildings.

a) Complete loss of well-known views of Marischal College from the brow of the Spital

This view, which has often been captured in paintings and etchings, is giving special mention in the Character appraisal. The 6-storey blocks planned for the corner of King’s Crescent and St. Peter St would completely obliterate this view.

b) Loss of the main uninterrupted view of Category ‘A’ listed St. Margaret’s Convent and Chapel

There is a splendid view from Mounthooly Way. This, too, would be obliterated by the development.

## Relevant Policies and Guidance

### Local Development Plan

#### Policy D6 - "Landscape"

*"Development will not be acceptable unless it avoids:-*

*"obstructing important views of the City's townscape, landmarks and features, when seen from busy and important publicly accessible vantage points, such as roads and pathways."*

### Conservation Area Management Plan

p.14 - *"Where possible, proposed development should enhance or maintain views of local landmarks."*

### Old Aberdeen Conservation Appraisal

p.18, 3.3.1 - *"In winter, the gentle climb up King's Crescent affords view of Mariscal College to the south."*

According to Policy D6, then, Ardmuir's proposals are not acceptable. They breach this Local Plan Policy, by obstructing these important views. One, in particular, is noted as a characteristic of this part of the Conservation Area, and the proposals would therefore be destroying a feature of its character. This would be contrary to SPP policy which requires development to preserve or enhance its character.

## v) Setting of Listed Buildings in Conservation Area

- 1) As noted above, the 6 storey development, in front of the Category 'A' listed St. Margaret's Convent would obliterate the view of this historic building. The development would, however, also detrimentally affect the setting of the Chapel from other vantage points. Looking up King's Crescent, one could not look up to the Convent without having the dominating presence of the new development in the same visual frame. Even worse would be the view of the Convent looking up St. Peter Sreet. From there, the 6 storey aggressively modern development would hugely intrude on the setting of the Chapel. Its special character would be severely damaged by this setting.
- 2) The proposed development would have a detrimental effect on the setting of the two Category 'B' March Stones at the site. The newer one of these, which stands in place of the original, would now be set against a low wall in front of an ultra-modern design of a building, instead of against a high granite boundary wall as at present. The setting of the original stone would be more radically altered. This stone, although at present situated on



private ground, is protected by a granite wall which encloses it within the First Bus property, but in the new proposal would have a backdrop not of granite, but of a huge modern building, which would harm its special character.

Both 1) and 2) would contravene Scottish Planning Policy, by virtue of being harmful to the setting of listed buildings.

\* \* \* \* \*

## 2) DESIGN

### Relevant Policies and Guidance

#### Local Development Plan

##### Policy D1 - "Architecture and Placemaking"

*"New development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportion of building elements, together with spaces around buildings, including streets, squares, open space, landscaping and boundary treatments will be considered in assessing that contribution."*

We believe that we have shown already that the proposed development does not have "due consideration for its context", but is completely at odds with its character. It most certainly fails to make a positive contribution to its setting. We have enumerated the multitude of negative contributions, but no positive ones are apparent. The Ardmuir proposals are contrary to Policy D1.

##### Supplementary Guidance:- "The Subdivision and Redevelopment of Residential Curtilages"

1.4 - *"It should be noted that some elements of this guidance are applicable to other types of development e.g. ... the construction of dwellings on greenfield and brownfield sites that are not currently in residential use."*

##### 4.0 - Design and Materials

*"In general the design and external finishes of any new dwellings should complement those of the surrounding area."*

4.2 - *"In conservation areas where granite architecture predominates, there will be a requirement that all elevations of a new*

*development that would be prominently visible from the street (including gables) should be finished with natural granite, and the main roof should be of complementary natural roofing materials (almost always natural slate).”*

The current proposals are not of design and external finishes which ‘complement those of the surrounding area’. As shown earlier, every element of design, scale and materials is alien to that of the neighbourhood. Nor do they have natural granite finish, and traditional roof, both of which are required by the Supplementary Guidance.

\* \* \* \* \*

### 3) **RESIDENTIAL AMENITY**

Local Plan Policy and guidance make provision to protect the residential amenity of both existing residents and the prospective occupants of new developments.

#### **Lack of residential amenity for the inhabitants of the proposed student accommodation**

The plans contravene Council policy in that they do not provide suitable residential amenity for the students.

A ‘sitting out area’ area behind the flats would be only feet away from the boundary with the bus depot, a large-scale commercial operation containing a fleet of 160 buses – not just single-deckers, but also double-deckers, bendi-buses, coaches, etc.

The so-called ‘amenity area’ would be a very noisy place, with all the constant movement of heavy goods vehicles around the yard, the loud beeping of horns when reversing, the running of idling engines, etc. There would also be the smell of diesel, the vibrations from the movement of heavy vehicles, and the noise and possible vibrations from the access and egress of the 26 bus drivers’ cars which would have their parking spaces in the space underground, directly below the students’ ‘amenity’ or sitting-out area.

The students’ rooms, half of which would face in to the bus depot, would suffer from HGV noise, vibrations, idling engines, noise from night-time bus-washing operations and also extremely bright “motorway” lighting.

All areas of the proposed development would suffer from the pollution produced by the bus depot, chief of which would be the diesel particulates emitted into the air, which could have serious health implications.

None of these things could be ‘screened off’ effectively, with the consequence that these flats would not have an acceptable level of residential amenity, contrary to Council Policy. It is,



frankly, quite incredible that anyone could have thought it acceptable to build homes facing on to an industrial site of this sort.

We understand the distance from the windows at the back of the King's Crescent blocks is only 7 metres from the boundary wall with the bus depot - incredibly close to all the bus operations of a fleet of 160 buses. This is NOT a satisfactory living environment, and no 'slatted wooden screen' of any height could eliminate the detrimental effects, especially for the upper flats.

Policies contravened include:-

**Adopted Local Development Plan 2012 - "Spatial Strategy"**

*p.8, 2.5 - "New development ... will have to be of the best standard to deliver opportunities for people to enjoy a high quality of life within an attractive, sustainable and safe environment."*

The site adjacent to the bus depot is not an "attractive" or "safe" environment. Nor is the development, therefore, "of the best standard", and so this proposal is contrary to the Council's Spatial Strategy.

**Policy H2 - "Mixed Use Areas"**

This policy requires that there must not be undue conflict between a new development and adjacent land uses and amenity; that new housing should have a satisfactory residential environment, and it should not impinge upon the viability or operation of existing businesses.

The proposed flats would clearly conflict with the adjacent bus depot, as described earlier; they would not have a satisfactory residential environment; and in all likelihood, the depot operations might have to be curtailed to avoid the inevitable conflicts and problems that would arise.

**This application is clearly in direct conflict with Policy H2**

\* \* \* \* \*

**4) EFFECT ON AVAILABLE LIGHT**

**Overshadowing**

The proposed development would most definitely cause overshadowing of this section of King's Crescent and also of many of the front gardens on the west side of the road, thereby

detracting greatly from the appearance and residential amenity of these family homes. The reduced amount of sunlight would also be to the detriment of flowers and shrubs in these gardens. Over and above this, King's Crescent itself would become considerably overshadowed and dark, particularly at certain times of the day. The overall effect would be to create a dark and dreary road, where at present there is a light and airy one.

**Supplementary Guidance: "The Subdivision and Redevelopment of Residential Curtilages"**

states:-

3.1 - *"As a general principle, new residential development should not borrow amenity from adjacent land, or adversely affect existing development in terms of privacy, overlooking, daylighting or sunlighting."*

3.10 - *"Proof of this is required, in order to protect the amenity of existing residents".*

The proposed development would be in conflict with this guidance, as there would definitely be a loss of light to homes and gardens in both King's Crescent and St. Peter Street. At the latter, there would be a particularly severe detrimental impact on the property at no.38, St. Peter Street, where main windows as well as the building itself would be hugely overshadowed.

The developers have clearly not considered the damaging impact of their proposed development on its neighbours.

\* \* \* \* \*

**5) PARKING**

There are two separate issues here – that of provision for the inhabitants of the proposed development, and that of effect on availability of parking in local streets for local residents and their visitors.

**Parking for inhabitants of proposed student flats.**

The only spaces provided within the proposed site are two spaces for the use of disabled students. There is no indication that all other students will be required to agree to a no-car tenancy. Even if they were, it could not work.

Setting aside the obvious problems in detecting violation of such a rule by students bringing cars and parking them nearby, there would, we suggest, be a problem proving such misconduct, and taking punitive action. There could be no guarantee that students would not bring cars.



Furthermore, where would students' visitors park? Friends and family of the 202 students living there are bound to bring cars on occasion, and will have to park in the already overcrowded streets round about. There is already a widespread and serious problem with parking in the area, and this would exacerbate an already major problem.

The developers' answer to this is to suggest that parents dropping off their offspring at the beginning of each term, delivering their extra belongings mid-term, or collecting them at the end of term or year, could make use of parking space associated with another of their blocks of student flats situated in Pittodrie Place – half a mile away!

This is a ridiculous suggestion. Parents bringing students to and from their temporary home at University will always bring with them a considerable amount of luggage of all kinds, much of which will be bulky and/or heavy. This could not be carried on foot all the way from Pittodrie Place. Parents would clearly have to park in King's Crescent or nearby to offload and have somewhere to park for the duration of their visit.

There is therefore not adequate parking provision for visitors, and this inadequacy would result in increased pressure in parking in an area where there is already a severe shortage.

The site of the proposed development is not in the City Centre area, as the applicant claims, but in Zone 2, and therefore is not best suited to a zero parking parking development. The Local Plan Supplementary Guidance on Transport and Accessibility gives clear guidelines for proposed purpose-built accommodation such as this, viz. one parking space for 10 students. The proposals for King's Crescent should therefore provide 20 spaces.

The fact is that many students do own cars; and they want to bring them to University. If enough parking spaces are not provided for that proportion of students (10% in the Council guidelines), then they will park in surrounding streets, putting extra pressure on an area which already has severe parking problems.

In this connection, it is ludicrous of the developers to suggest that this pressure might be mitigated in the light of the students not being entitled to residents' parking permits. There is no controlled parking zone in this area, and no parking permits, so permanent residents would have no preference over students as regards parking spaces. Long-term local residents would undoubtedly find increased difficulty in finding somewhere to park, as a direct consequence of the introduction of accommodation for 202 new residents, if it were to be approved.

The other consideration here is the 'provision' of a car-club car space. The space 'provided' however, is not within the site of the proposed development, but is shown as being sited on Advocates' Road, which does not belong to the applicant, and which space is relied upon by local residents for domestic parking. The 'provision' of a car-club space is therefore an illusion, and does not take into account the detrimental effect of the loss of a further parking space would have on amenity for existing residents.

#### **Further effects on parking provision for local residents and their visitors**

We understand that there is likely to be a proposal to extend the double yellow lines to the full length of Advocates' Road, which would mean the loss of 5 parking spaces currently available to local residents and their visitors. The triangle of ground at the corner of Advocates' Road and King's Crescent would almost certainly also be lost to parking, losing a further 3 spaces.



This still needs to be clarified, but there is a distinct possibility, or likelihood, that 8 current parking spaces would be lost as a result of the proposed development. This would make life even more difficult for those who rely on these spaces.

It should be noted that the Adopted LDP, (3.16), states that:

*“Opportunities for low or no car households will be encouraged in appropriate circumstances where it can be demonstrated the proposed development will not have an adverse impact on residential amenity.”*

This cannot, however, be demonstrated in the King’s Crescent area, as there can be no guarantee that students will not bring cars, nor their visitors, and park them locally, thus having an adverse impact on residential amenity.

The parking guidelines set out in the LDP for Student Accommodation recommend 1 parking space for every 10 students. In the proposed development of 202 students, this would amount to 20 parking spaces. These guidelines should not be ignored, and it should also be noted that the local bus service (no. 20 and 25) is not always very frequent. In vacation it is only every ½ hour, and so postgraduate students who live there (who often have shorter vacations) would not then have access to a regular local bus service. Sundays are only every ½ hour throughout the year, and evenings can also be sparse in provision.

There certainly are other bus routes, but the nearby provision is not good. Students are likely to bring cars.

\* \* \* \* \*

## **6) Cumulative effect of high concentrations of purpose built student accommodation in one small area**

Purpose-built student accommodation brings a large number of people into a relatively small area, because planning regulations allow student flats to be smaller than average. Developers then tend to cram as many rooms in as possible, creating a significant intensification of use in that area, which not only increases pressure on local infrastructure and services, but also begins to upset the demographic balance of an area.

When a second, then a third, and perhaps a fourth such development is allowed in this same small area, the pressure on infrastructure intensifies, and demographic balance is lost. Suddenly, or so it seems, a community which has been always largely made up of permanent residents becomes one where the vast majority are temporary, part-time residents.

This process effects a distinct change in the character of an area. Its settled residential nature is lost, and it is the Society’s view that this could and should be avoided, by directing further purpose built accommodation away from areas which already have many such developments close together. This is because the intensification of use inevitably brings with it problems to



do with a clash in lifestyles, which can be difficult for long-term residents to accommodate, particularly in terms of noise and late-night social activity.

The area surrounding King's Crescent has an excessively high concentration of purpose-built student accommodation. Residents have calculated that, if the Froghall Terrace plans were to be approved, the number of student beds in purpose-built student accommodation in the area circling King's Crescent would be no fewer than 1600. (e.g. St Peter Street, Liberty House, Zetland House, Glamis Cottage, Spital, St. Martha's, Spital, Froghall Road, Froghall Terrace, Causewayend School, 2 Powis Place and 140 Causewayend) This does not take into account the large number of HMOs.

There comes a point when proliferation of student flats in one small area must be halted. This extremely high density of students in a very tight area has already had serious effects on our community. Demographics are being turned upside down, and residential balance is being lost.

#### Analysis of 'Need'

The Council's Technical Advice Note on Student Accommodation sets out various criteria for the assessment of planning applications for Purpose Built Student Accommodation.

The first one is that the development should meet an identified need for the accommodation proposed.

Developers are asked to demonstrate 1) what specific need the proposal is aimed at, and why this need is currently unmet and 2) whether the proposal is to meet a recorded increase in student numbers.

The current position is that there is no an unmet need for this kind of accommodation.

Both the Principal and Senior Vice Principal of the University of Aberdeen have recently confirmed that there is no shortage of accommodation. Indeed they have empty bed spaces in their accommodation. RGU do also.

Further, the University of Aberdeen has stated that it has no plans significantly to increase the total number of its students.

So is there a justification for continuing to allow more and more applications? Perhaps it might be reasonable to allow a few more, but we hold that it is not reasonable to allow more in an area where they have already begun to dominate.

If a development is allowed in an area where there are at present no purpose-built student flats, then it will not have altered the area much, and can no doubt be reconfigured for other use. If however, such a development is allowed in an area which is already tightly packed with these, then the incremental change which would result might destroy the settled residential character of that area irrevocably.

In such cases, and we believe that King's Crescent is one, permission should not be granted because it would tip the balance. There would surely be solid planning grounds for this.

In conclusion, we might mention that in the last 2 years, there have been 1186 bed spaces in student accommodation approved, and 2036 are pending - a total of 3222. A solid bank of these flats are now being built or probably about to be. King's Crescent is not needed for this.

\* \* \* \* \*

To sum up, the Society believes that the proposed development at King's Crescent and St. Peter St should be refused, as it would damage the character of the Conservation Area, and be harmful to the residential amenity of both existing residents and prospective occupants of the development. Lastly, the onus is on the applicants to demonstrate an unmet need, and they have not done this.

\* \* \* \* \*

It is our view that this application contravenes the following policies and guidance:

SPP  
SHEP

LDP 2012 - 'Trees and Woodlands' policies  
Policy D1  
D4  
D5  
D6  
H2  
and the "Spatial Strategy"

Supplementary Guidance - "Trees and Woodlands"  
"Landscape"  
"The Subdivision and Redevelopment of Residential Curtilages"  
"Transport and Accessibility"

Conservation Area Management Plan  
Old Aberdeen Conservation Area Character Appraisal  
Historic Scotland: "Boundaries" guidance



King's Crescent looking south



King's Crescent looking north



← Proposed development which would take the place of the granite boundary wall on the right of the photo (above), along with the loss of those trees on the right.



I'm writing to object the application 151811 for the proposed development on Kings Crescent/St Peter Street.

*With regards to the proposed Parking and the minimal parking arrangements due to its city centre location and use as student accommodation. As such there is no car parking for students with the exception of disabled and staff spaces and student drop-off.* 1) Due to Kings Crescent being on the edge of the city centre, it is already used as a commute area for people that work in the city, and this already causes problems with loss of car park spaces. 2) The idea that students don't have cars is ridiculous as, so many car park spaces are already being taken by students, so I find it very naïve and astonishing they dare to suggest these 202 students won't have cars. The combination of the previous 2 comments already result that parking in our street at the moment is virtually impossible even without the new built of 202 additional student rooms. People are being double parked; parked on double yellow lines; and block people in that are legitimately parked. It's already unsafe as it is and I'm concerned that this new built will not improve that, more the opposite. I'm also very interested in where they suggest the first bust staff parks?

*Re to the ensuring of high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as scale, massing, colour, materials, details, the proportions of building elements and landscaping will be considered in assessing this.* Kings Crescent is a very pretty street, which has such a nice appeal due to the openness and feel of being surrounded by green. By building an enormous 6 story high student accommodation, all this will be vanished and will have a serious impact on the natural light. It is absolutely not in proportion with the other buildings in the street and will absolutely not make a positive contribution. The trees they are planning on taking out, currently gives Kings Crescent a really nice green feel which will also be destroyed.

Infrastructure – As this is near Old Aberdeen, the roads and pavements were never built to accommodate all these extra people. In several places the pavements are not large enough for two people to walk side by side. In addition to this the street lighting in the surrounding area, especially Kings Crescent, The Spital and Orchard Street is extremely poor. The influx of so many new residents into the area would place an enormous pressure on the local amenities such as doctors and dental practices. Already there is at least a 3 week wait for a doctor's appointment during term time. This proposed development is putting nothing back into the local community - no open spaces or play parks for current residents.

Re their comment that considered it can be demonstrated that the use would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity. I find that impossible to believe. We already struggle with weekly peak times of student antisocial behaviour. My car has been vandalised several times by them; Students Urinating in our front garden; Students Littering everywhere, by kicking over all the recycling or bins; and of course the noise. Don't get me wrong I

have nothing against students and have been one myself for many years. However, these 202 new student rooms will throw the balance out completely of residents and students in our street.

I would be extremely disappointed if these points were not taken into consideration as I worked hard to buy my flat and it would go down in value if this development goes ahead. I'm also fully aware that most flats around me are rented out and many of the owners have not been made aware that this application has been submitted due to the renters not passing on this information. This on its own already makes it very unfair to even start this battle against this application.

Kind Regards,

Diana Daneels,

Owner 33 E kings Crescent,

AB243HP

Aberdeen.





24A Spital  
Aberdeen  
AB24 3HS

11 January 2016

Planning and Development  
Aberdeen City Council  
Marischal College  
Broad St  
Aberdeen

Dear Sir/Madam

Ref: 151881 Student Accommodation Kings Cresc St Peter's St Aberdeen

I wish to object to the above application for a number of reasons including the fact that I was not informed of the consultation event as directed my address should be by Aberdeen City Council. No leaflets were delivered. This indicates a complete disregard to the potential impact of this development on surrounding neighbours.

Design and scale not in keeping with surrounding area.

The site faces on to the boundary of Old Aberdeen Conservation area and thus requires a design that is in keeping and sympathetic to the surrounding buildings. The proposal is modernistic, not in the same materials and in contrast to the traditional architecture of its neighbours. Thus, not only by its considerably larger massing, its design would not enable it to easily blend in. The architecture is not of such an outstanding quality to allow a "contrast" building on this site. It would cause considerable light reduction and overshadowing to the roads (Kings Crescent and St Peter's St) and neighbouring buildings.

Impact of bus depot on the potential residents

As a neighbour I am only too aware of the noise from the bus depot at unsociable hours. Maintenance takes place throughout the night causing noise disturbance. Whilst there has always been a depot on this site, its reconstruction a few years ago worsened the situation as First Bus removed the granite walls surrounding the depot and constructed tin sheds which cannot muffle the noise of their work. This noise, particularly during unsocial hours would severely impact upon any resident living adjacent to this: trying to study or sleep. The effects of the diesel pollution on young people's health would also cause concern and indeed would put students off wanting to take up residence within this building. How could the developer guard against this? Or can conditions be imposed which limits the hours of work, amount of noise and pollution from the First Bus depot?

Parking

There is considerable pressure on car parking within the area. Three parking spaces would be enough for the 201 students and the employees operating/servicing the development.

Student Accommodation within the area

The area has seen a number of purpose build student accommodation blocks recently built, undergoing construction, and currently applying for planning permission. The high number of student beds in such a concentrated area has caused imbalance in the community. The area is overly busy in term time and empty during the holidays: this does not add to community cohesion or give a sense of any sustainability with so many itinerant residents. Whilst we realise the area is close to the University, the siting of student accommodation should be dispersed to other close areas, for example towards the beach.

The planning department needs to carefully consider this application in line with the objections raised above which are all material considerations and thus merit its refusal. A smaller building which takes note of the Conservation area in its design, and the placing of restrictions upon the bus depot regarding its operation would make it a more acceptable proposal.

Yours sincerely



J Doherty

CC local councillors of George St and Harbour



24 Spital  
Aberdeen  
AB24 3HS

13 January 2016

Planning Department  
Aberdeen City Council  
Marischal College  
ABERDEEN  
AB10 1AB

Dear Sir/Madam

**Ref: 151811 Student Accommodation Development Kings Crescent/St Peter Street**

I wish to object to the application by Ardmuir Property Developers at the above address. Aberdeen City Council has an obligation to refuse consent because of the following:

**SITE AFFECTED BY POLLUTION.**

The proposed development is to be located within the site of the First Bus depot which operates and maintains 160 diesel busses 24 hours a day, 7 days a week. The intensive operation (parking, washing, maintenance, driver training centre) means that there is a heavy concentration of diesel particulates (PM 10's and PM 2.5's) and Nitrogen Dioxide within the site. Marco Biagi MSP said that "only 13% of the current First Bus fleet would meet the standard to be allowed to operate in a Low Emission Zone". The effects of this air pollution on people's health is well documented in European, United Kingdom and Scottish Governmental and Scientific publications. Indeed, Aberdeen University has recently been commissioned to carry out research because levels within sites such as this in Aberdeen City exceed European and UK directives in relation to air quality levels (all due to diesel particulates).

Aberdeen City Council, as the planning authority, has a duty in their decision making to take the effect of surrounding pollution levels on any building intended for human habitation: therefore it must refrain from allowing a development that would subject the residents to levels of pollution with which the planning department would have no jurisdiction over i.e. they cannot stop the depot carrying out their normal day to day functions, (unless they feel they can impose a remedy on the bus depot?) However there is no basis in law for planning authorities to assume that the Secretary of State or other regulatory bodies can be left to deal with air pollution (Planning Opinion of Robert McCracken QC on Planning and Air Quality) The planning authority could consider imposing a Grampian condition that the development could not be habited until an acceptable air quality at the bus depot was complied with. However this may not be commercially attractive to the developer (Ardmuir). Air quality (emissions) is relevant to this application as the development would "expose people to existing sources of air pollutants" and as such they are a material consideration. This approach would be supported by the National Planning Policy



Framework and the National Planning Practice Guidance as the development is highly likely to impact upon the health of the residents within the building.

Another consideration for any development on this site would be that it would stop the flow of air through the site: this current open space helps dissipate the considerable pollutants produced by First Bus operations into the atmosphere, away from harming people.

#### **NOISE POLLUTION.**

From early morning (5am) to late night (11pm) the buses entering and leaving the depot cause noise disturbance. From 10 pm to 3 am the entire fleet is washed and refuelled within the tin sheds closest to the proposed development. This is an extremely noisy operation and disturbs the surrounding neighbourhood. It is further compounded by the fact that the design and layout of the sheds and driveway means that they make screeching noises during the night as there is too restrictive a space for them to easily turn within.

There are also numerous loudspeakers mounted on the lighting poles located within the depot which First Bus operates from February to August to deter herring gulls nesting. This "noise" composes 3 different herring gull distress calls being emitted every 20 to 30 minutes. This has been known to be operated 24/7 during peak times.

#### **SCALE, MASSING AND DESIGN.**

The overall scale, massing and design of the proposal is not appropriate for the setting. At a national level the SPP sets out a commitment to give due regard to the "siting and design of new housing". The design should take account of the "setting, with reference to amongst other matters the topography, character and appearance of the surroundings". Clearly this has not been followed by the architects in their design brief as the mass is vastly greater than surrounding buildings, they are higher and the design it is not in keeping with the local vernacular i.e. traditional granite building with pitched roof. There would also be considerable overshadowing of Kings Crescent by the proposed development.

#### **CHARACTER AND SETTING OF OLD ABERDEEN CONSERVATION AREA.**

This development would have significant adverse effects on the character and setting of the existing buildings. The existing beautiful buildings, including a category A listed chapel and convent designed and built by the renowned Aberdeen architect Sir John Ninian Comper (1864-1960) provide a small enclave in a mixed use area. The development would ruin, overbear and detract from this in a significant way.

#### **SUSTAINABLE COMMUNITY: DETRIMENT TO THE AMENITY OF THE LOCAL COMMUNITY.**

For communities to be sustainable they need to have a mixed community. The area surrounding this development already has a large number of purpose built student accommodation blocks which has led to an imbalance in the community: one that makes sustaining this community a continual struggle for the few remaining permanent Aberdeen City residents left within the area.

## **PARKING**

Whilst it is commendable to encourage development where “green transport” can be used the reality is, that the size of this operation will require personnel to “service” it from outside the area and one must assume they will drive. This area is already used by people who work within Aberdeen City and Aberdeen University to park their cars and then walk to work as it is the closest “free” parking area to these locations. There is not a parking space to be found during normal working hours.

Whilst developers might like to assume students do not have cars the reality is (as a local resident knows) that many do have cars for various, sometimes necessary reasons. This is aptly demonstrated by the lack of local parking during term times and thus 3 parking spaces is not adequate for 202 students.

The planning authority cannot just ignore the pollution problems and the other issues highlighted above, and as such they have a statutory duty to refuse consent. I urge them to do so.

Yours sincerely



Jacinta Birchley

**Cc:**

**ClIr Nathan Morrison**

**ClIr Jean Morrison**

**ClIr Michael Hutchison**

**Lewis MacDonald MSP**

**Kirtsy Blackman MP**

**Kevin Stewart MSP**

**Old Aberdeen Community Council**



Ref. 151811

15 Dummyside Ter.  
AB24 3NB  
11.1.16

Dear Sir,

I object very strongly to the proposed Ardmuir Student Developments plan for a student flat complex at Kings Crescent & St. Peter St.

This whole area, both inside & outside the Old Aberdeen Conservation Area, is being vandalised by the appearance of block after block of unsuitable flats, of Troghall, & Powis Place. It is being changed from a beautiful, peaceful village to a virtual ghetto, occupied for only part of the year.

The Kings Crescent development can only bring stress & indeed danger to the surrounding residents:

- ① the road will be darkened
- ② there will be much more traffic - students do have cars, parking will become impossible.
- ③ the noise level will rise, both day & night.

Both A.U. & R.G.U. have already stated that there is overprovision of student accommodation. No more is required — certainly not buildings which will replace grey granite & stone with faceless, impersonal blocks, whose materials, scale, & colour will kill the character of that part of Old Aberdeen

Yours faithfully,



P&SO Letters of Representation	
Application Number:	
RECEIVED	14 JAN 2016
Case No:	Sou
Date Accepted:	WAP
Initials:	
Address:	

## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 11:03  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 13 January 2016 20:39

To: PI

Subject: Planning Comment for 151811


Comment for Planning Application 151811

Name : Aberdeen Civic Society

Address : c/o 5 Louisville Avenue

Aberdeen

AB15 4TT

  
Comment : We object to this application due to the height of the buildings compared to what it is next to.

It is a shame that the drawings do not show a section through the buildings including the buildings adjacent to it. Without this it is difficult to accurately determine its height compared to what it is next to.

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## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 11:02  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 13 January 2016 18:45

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Jackie Thain

Address : 1 Jute Street

  
type :

Comment : I don't normally comment on these applications as I do understand if you live in a university area you have to accept student accommodation but this I believe is a step too far and I object to the proposal.

I live across the road from First Bus and it's clear they already struggle to accommodate all their staff in the present car park. I fail to see how they can accommodate their staff in an alternative area, added to by students from the proposed new development. We are now surrounded by student accommodation, with the new developments at Causewayend, Powis Place and St Peter's Street and further proposed developments at Froghall Terrace.

I would suggest we have a sufficiency of student accommodation and the new proposals add no value to the area. I note with regret the filling of the skyline from my windows but realise we cannot object to all applications. This one however will seriously impact on the local neighbourhood and turn Kings Crescent into a narrow dimly light corridor.

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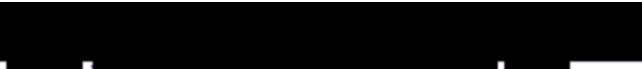
Comment for Planning Application 151811

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 11:02  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 13 January 2016 15:05

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : SIMON LEASK

Address : 15 KINGS CRESCENT AB24 3HJ

  
type :

Comment : HELLO,

1,THE AREA HAS LOTS OF STUDENT ACCOMADATION ALREADY NOT ENOUGH AFFORDABLE HOUSES BEING BUILT

2,THERE IS ALREADY MASSIVE PROBLEMS REGARDING CAR SPACES.

3,THE AREA IS A CONSERVATION AREA ,THE BUILDING IS NOT GRANITE ,IT LOOKS CHEAP AND NASTY THAT WILL NOT LAST AND DOES NOT EVEN REMOTLEY IS IN KEEPING OF THE AREA.

YOURS FRATEERNALLY SIMON LEASK

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 11:00  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 13 January 2016 13:05

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Christine Mcleod

Address : 100 Carnie Avenue

Elrick

AB32 6HT

  
type :

Comment : Object

Re. new student accommodation at St. Peter Street.

As a former resident of Kings Cresc. I write to object about this proposed application. It would have a damaging effect on Kings Crescent - the design is completely out of character within the Old Aberdeen Conservation area. Also does Old Aberdeen really need more student accommodation? I believe there will be trees cut down for this proposal..and also there will obviously be increased pressure on parking within the area. Please take these comments into consideration.

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14<sup>th</sup> December 2015

Planning & Sustainable Development

Aberdeen City Council

Dear Sir,

Planning Application 151811  
(St Peters Street/Kings Crescent)

I wish to object to the proposed development on the following grounds:

1. The height of the building of 6 floor levels, at its maximum, is out of keeping with the surrounding buildings. It should be kept to no more than 3 floors to harmonize with neighbouring buildings.
2. There is inadequate allowance made for car parking for over 200 students. A neighbouring student development further down St Peters Street has 28 off-road parking places for about 100 students. The nearby development of student flats at 34-36 St Peters Street (at present under construction) offers only 13 parking places for 128 students, which is itself inadequate, but even this is better than the 3 parking spaces allowed for the new development. If only 3 parking places are provided at the proposed development there will be great competition for street parking in St Peters Street and the surrounding area.
3. I think that there is also an issue if the students are charged for parking – they will probably just park on the street, and perhaps it should be stipulated that they should not be charged for parking in any parking spaces the developers eventually provide. Many students have cars, and I have seen them parking on the street rather than pay for off-street parking.
4. There is over-provision of student accommodation in the surrounding area. There are hundreds for students flats proposed for this area, including developments at Causewayend School, Fraser Place, and the proposed development at the BT Depot/Office in Froghall Avenue. Surely enough is enough. Aberdeen University has said there is now an over provision of student accommodation.
5. The developer seems to want to cram the maximum number of student flats into the available area. They will have no available space for their equipment or machines when the building starts. As with Fraser Place and St Peters Street developments, they will want to close or narrow the adjacent roads to facilitate their building work – but Kings Crescent is a major bus route, and surely this cannot be an option just so the developers can maximize their profits. The pavement is narrow on their side of Kings Crescent, and arguably it could be widened if they building were set back from the road, which I would welcome.

Yours faithfully,



Fred Nimmo



31 KINGS CRESCENT,  
OLD ABERDEEN  
AB24 3HP.

8th JANUARY, 2016


DEAR SIR,

I OBJECT TO THE PROPOSED PLAN (REF: 15181) FOR KINGS CRESCENT, REGARDING THE STUDENT FLATS COMPLEX.

I FEEL THAT THE PROPOSED BUILDINGS WOULD BE A MONSTROUS SIGHT. THE DESIGN MATERIALS, SCALE, AND COLOUR ARE NOT IN KEEPING, IN A CONSERVATION AREA, WITH THE SURROUNDING GRANITE BUILDINGS OF KINGS CRESCENT AND THE SPITAL.

THIS AREA ALREADY HAS AN EXTREMELY HIGH DENSITY OF PURPOSE BUILT ACCOMMODATION (1,600 BEDS) AND ABERDEEN UNIVERSITY RECENTLY STATED THAT THERE IS NOW AN OVER PROVISION OF STUDENT ACCOMMODATION.

YOURS FAITHFULLY,



MRS. JOYCE ODOOM.

Mr Stuart Maltman

8 D Spital,

Aberdeen

AB24 3HS

10th January 2016

OBJECTION TO KING'S CRESCENT PLANNING APPLICATION,

REF: 151811

To whom it may concern,

I am writing to state my objection to the proposed development of six blocks of student flats on King's Crescent / St. Peter's Street.

I am principally concerned that this imposing, large, and unnecessary development is being pursued while student accommodation in the city is over-provided. The local community council has heard from the university's representative that they are currently enough, if not too many, student dwellings in the area. Why allow a massive block of flats, completely out of character with the historic old Aberdeen area, to go ahead in such conditions?

The development will destroy trees, a protected boundary wall on King's Crescent and impinge on the present flats on the street.

Lastly, the development's lack of parking provision makes a mockery of sound planning and common sense. With parking in the area already pressed, new accommodation presently being built, and so few parking places planned, this will have a huge impact on the local parking problem.

I urge you to heed the concerns of the local community and reject this planning proposal.

Yours Sincerely,



54C Kings Crescent  
ABERDEEN

AB24 3HL

Aberdeen City Council Planning Department

Wednesday, 06 January 2016

Dear Sir/Madam

Having been Aberdeen City Council tenants in Kings Crescent for over 40 years, my wife and I wish to express our extreme regret regarding the proposed plans for new student accommodation in the Kings Crescent/ Old Aberdeen area and wish to submit our formal objections to these going forward.

I would greatly appreciate if you could please take the following points into consideration:

1. OUTLOOK

- a. The positioning of this proposed accommodation unit would be directly opposite our home, therefore not only would this new complex entirely dominate the skyline it would also obliterate any natural day light from entering our home. My wife and I are both 85 years old and more house bound especially in the colder seasons, with this potential reduction of natural light in our home brings with it the risk of Seasonal Affective Disorder (SAD) which can be especially prevalent in older people.
- b. On viewing the Artist Impressions of this planned accommodation unit, this looks a very low-cost development and one which would look completely out of character with the other accommodation in the vicinity and also the personality of the Old Aberdeen area. As well as potentially being an Eye-sore the height of this complex also brings with it issues around privacy into our and other people's homes.

2. PARKING

- a. Both my wife and I are Registered Blue Badge Holders with a registered parking space directly outside our front door, which we very much depend. With the proposed increase in tenancy (202 residents) and the statement from Montagu Evans that the development would have "Minimal parking arrangements due to its City Centre location and use of student accommodation". I am greatly concerned that my reserved disabled space could be misused, by the increase of residents and respective visitors to the area.

3. SAFETY


- a. Kings Crescent/Spital is a narrow two carriageway road and regular bus route from Old Aberdeen to the City Centre. With residents parking along one side there is currently not enough road width for a Bus and Car to pass at the same time. This route is also regularly used by motorist during rush hour traffic to avoid some of the Main Routes out of the city (King Street, George Street etc). With the increase of residents in this confined area, due consideration must be given to the safety of pedestrians on foot and also the speed restrictions of drivers.

4. DEMOGRAPHICS

- a. The proposed development of Student Flats will undoubtedly change the demographics of the current population of residents in the Old Aberdeen area and I would anticipate that the combination of these differing cultures and life styles can only bring with it a myriad of stress for all concerned.
- b. Within the surrounding area and walking distance from King Crescent there are currently already 8 Student Development Accommodation Units, why do we need another one?

Thank you in anticipation and hope that you take my concerns with due consideration

Yours Sincerely

  
Andrew Mackie



10

18

PLANNING DEPT  
MARSHAL COLLEGE  
BROAD STREET ABERDIN.  
AB 10 1AB

FROM

MR ALAN ANDERSON  
MOUNTHOONY NEWSAGENT  
29, MOUNTHOONY ABERDIN, AB 24 3HH

REGARDING: - STUDENT FLATS COMPLEX  
KING'S CRES. (APPREF 151811)

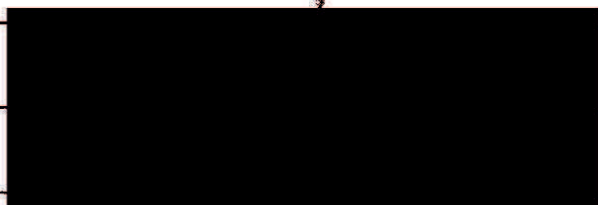
I OBJECT TO THE STUDENT

FLATS BEING BUILT AT KING'S

CRES, THERE IS TOO MUCH OF THEM

IN THIS AREA, OLD SCHOOL WOODS, AND

FRASER PLACE,



15/1/2016



TO

19

PLANNING DEPT  
MARISHAL COLLEGE

BROAD STREET, ABDN, AB10 1AR

FROM

KERRY ANDERSON

31 MOUNT HOODY, ABDN

AB24 3HH

REGARDING: - STUDENT FLATS COMPLEX

KING CRES, ABDN

I OBJECT TO THE STUDENT

FLATS, BEING BUILT AT KING CRES,

HAS I THINK THERE IS TOO MUCH

OF THEM IN THIS AREA ALREADY



15/1/2016

23, Kings Ctes  
Aberdeen

AB 24 3H?

15/1/16

Dear Mr Evans.

Planning Applic 151811

Can you please add the enclosed page  
to my objection to the above application

Yours sincerely





330 KINGS CRESCENT,  
ABERDEEN

AB24 3HP.

10/1/16

←————→

Ref = 151811

I wish to object to the proposed development from Advocates Rd to St Peter's St, Kings Crescent.

There is not only an overprovision of student accommodation in this area the proposed development will be harmful in respect of environmental & historic impact.

I lodge a firm objection.

[REDACTED]



Planning Dept.  
Marischal College  
Aberdeen

23 King's Crescent  
Aberdeen  
AB24 3HP

10th Jan 2016

Dear Sirs,

Proposed Student Accommodation at King's Crescent/St Peter St -- 151811

As a resident in the King's Crescent/Spital area for the last 65 years, I wish to object to the above application.

King's Crescent is in the southernmost part of the Old Aberdeen Conservation Area, forms the main entrance to that Area, and is part of the original mediaeval road that ran from the City of Aberdeen to the Burgh of Old Aberdeen., depicted on Parson Gordon's Map of 1661.

It is characterised by huge, mature trees on its west side, and distinctive granite buildings, dating mostly from the 1860s/70s. The area has a character all of its own.

**A Conservation Area is not simply a line drawn on a map -**

Although the proposed development is technically outside the Conservation Area, it is only so by a few centimetres. It is bounded by the Conservation on three sides, and would be seen by anyone who passes by as part of the Conservation Area by virtue of its being in line with the tenements to the south in King's Crescent and the tenements to the north in the Spital.

At the moment, the bus depot car park provides an area of **open space** on the east side of King's Crescent. The depot itself is buffered by a line of **fine young growing trees** which contribute in no small measure to the view up the Spital Hill with the Category "A" listed Chapel of St Margaret of Scotland high up on the left, and the view down the Spital Hill looking towards Marischal College. These trees complement the larger trees on the west side of the road, and form an attractive avenue.

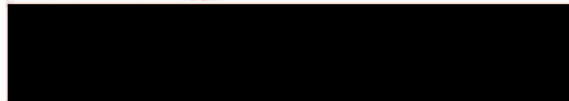
This view would be completely lost as the developers propose to **cut all these trees down**, and fill the area with high flats. King's Crescent would then be turned into a **long, dark tunnel** in the same way that St Peters Street now is, crammed to capacity with high modern flats.

The **fine granite wall**, mentioned in the Old Aberdeen Character Appraisal, dates from the 1850's, and is one of the few reminders of the many granite yards situated in this area. The wall, incidentally is in the Conservation Area. It should be preserved in its entirety, and in its present position; not in a truncated form in a different location.

The proposed development is by far the ugliest I have seen in recent years in Old Aberdeen, or indeed anywhere in the City. It is entirely out of place in this area where granite is the main building material. It is, therefore, contrary to the established character of this area.

For these reasons, then, I urge the Planning Committee to reject this application.

Yours faithfully,



Ronald Leith

## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:54  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 12 January 2016 21:47

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Jamie Robertson

Address : 21 kings Crescent

Aberdeen

AB24 3HJ

type :

Comment : IPlanning

1. I object on the suggestion that the overall design is appropriate and fits the ACC development plan. The design statement covers in brief the status of the existing surrounding buildings, and context and character. Features include stonework and "residential buildings set back from the road", unique features... The Aberdeen city council development plan cited that "development must promote good architecture, foster excellence in design, involve the community, ensuring value for money and sustainable development". How will a six storey building placed hard on to the pavement on the edge of a conservation area meet any of those criteria?

Planning statement 3.17 suggest that the proposal meets the ACC development plan requirements for proportion, scale and massing relates well to its surroundings. This is not a sustainable or objective view, and is clearly seen by anyone who knows the area or who views the proposer's 3D renditions.

2. I object to the validity of the statements in 3.24 and 4.22, 4.31 and 5.4 of the Planning Statement. There will be daily loss of amenity within the properties on the opposite side of King Street due to a significant reduction in direct sunlight due to the inappropriate elevation of the proposed development.

3. Car parking is to provided for two disabled persons and one staff. Do the proposer suggest that none of the residents will require car parking in an area that is already short of parking. This is not acceptable and is a major objection.

4. I object to the validity of the statement 4.1.6 or 4.5.5 of the Transport Statement 1 which implies there is adequate parking in Kings Crescent. Any mild observation of reality would show this to be not correct, and residential permits are few.

5. I object to a decent design of student accommodation being simply too high in elevation with respect to the existing community of buildings and people.

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## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:53  
**To:** Garry Watson  
**Subject:** FW: Application 151811, Kings Crescent/St. Peter Street

---

**From:** George A. Wood [REDACTED]  
**Sent:** 12 January 2016 [REDACTED]  
**To:** Emma Rennie  
**Subject:** Re: Application 151811, Kings Crescent/St. Peter Street

Dear Ms Rennie,  
The letter is quite clearly addressed from me and refers to "my objection".  
For your information, I am no longer a member of Old Aberdeen Community Council.  
Regards,  
George Wood

**From:** [Emma Rennie](#)  
**Sent:** Tuesday, January 12, 2016 12:56 PM  
**To:** [George A. Wood](#)  
**Subject:** RE: Application 151811, Kings Crescent/St. Peter Street

Good Afternoon Mr Wood,

Can I confirm this is a letter of representation from yourself personally and not from the Community Council?

Kind regards

**Emma Rennie**  
Application Support Assistant

Communities, Housing & Infrastructure | Planning & Sustainable Development | Aberdeen City Council |  
Business Hub 4 | Ground Floor North | Marischal College | Broad Street | Aberdeen | AB10 1AB

[REDACTED]

We are always trying to improve the quality of customer service that we provide and would like to know your views on the service you have received to help us learn what we need to do better. We would very much appreciate you taking a few moments to fill in our short feedback form by clicking on <http://www.aberdeencity.gov.uk/customerfeedback> and selecting Development Management (Planning Applications Team) and/or Building Standards.  
Many thanks in advance.

---

**From:** George A. Wood [REDACTED]  
**Sent:** 11 January 2016 [REDACTED]  
**To:** PI  
**Subject:** Application 151811, Kings Crescent/St. Peter Street

**George A. Wood**

**2 Harrow Road  
ABERDEEN  
AB24 1UN**

**11<sup>th</sup> January 2016**

**Development Management  
Planning and Sustainable Development  
Aberdeen City Council  
Business Hub 4, Marischal Collage  
Broad Street  
ABERDEEN  
AB10 1AB**

Dear Sir,

**Planning Application 151811  
Student Accommodation, Kings Crescent/St Peter Street, Aberdeen**

I wish to record my objection to the granting of the above planning application as it is not in keeping with the area, it will increase the already considerable strain on local resources and services and it has the potential to have adverse effects on First Bus operations and to the health of residents.

I would advance the following in support of my objection: -

1. Due to its bulk and design, the structure's close proximity to the Old Aberdeen Conservation Area, would have considerable visual impact on the Conservation Area in general and in particular on Kings Crescent in its role as the main entrance to the Conservation Area.

The design is in breach of the TAN and there are already precedents for refusal of applications outwith conservation areas on the basis of their potential impact due to proximity and this should be adopted for this application.

2. The proposed design represents overdevelopment of the site in respect of the height of the structure and its proximity to busy thoroughfares. The height is not sympathetic to the neighbourhood and will cause shadow effect on neighbouring properties. The road proximity will detract from the amenity of residents in the development and will inevitably lead to complaints of traffic noise.

3. The issues relating to parking have not been addressed. The removal of parking spaces used by First Bus staff, thought necessary when permission was granted for the First Bus development, cannot be adequately addressed without a review of what new provision will be made by First Bus to prevent staff seeking street parking in an area already grossly underprovided with such amenity. There are insufficient disabled parking spaces provided within the development.

4. The development will have an adverse effect on the operations of First Bus due to its proximity to their operations. Neighbour aspirations in respect of their quality of life related to environmental noise levels have already lead to multiple complaints regarding the unsocial hours operation of First Bus

and other commercial operations in the area and this can only be made worse by locating large numbers of residents immediately on an industrial site's boundary. This development will lead to action having to be taken against First Bus to achieve compliance with residents' statutory rights on quality of life and a resulting adverse impact on public transport services due to the curtailment of night time operations.

5. No attempt has been made to recognise and assess the health effects on residents of the proposed development from diesel particulate emissions from First Bus operations. Indeed, at the meeting between the developers and OACC, it was patently obvious that the developer was not even aware of the proven health risk resulting from the starting and slow running of commercial diesel engines. The high risk levels of vehicle emission pollution current in Aberdeen will be further increased for those young persons living in the immediate vicinity of a major source of particulate production and there is a moral, if not legal, duty placed on Aberdeen City Council to protect the resident from exposure which has a high risk of long-term health effects.

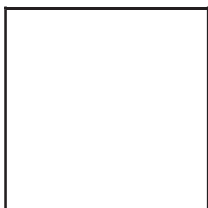
6. The current expansion of student accommodation local to the Old Aberdeen area, which a University of Aberdeen spokesperson made clear is not required to house their students, will inevitably lead to the development's use by students at other institutions, realistically RGU. As is already demonstrated by the existing pattern of accommodation in the immediate area of this development, the result will be additional passengers using public transport to access other institutions and increased pressure on the already stretched rush hour resources of Routes 1 & 2. This is in direct breach of Aberdeen City Council's own adopted guidance on student accessibility to their place of study.

I have limited myself to only some of the many reasons for objection to this development and I trust that Aberdeen City Council, through the Planning Management process, will refuse this application for the benefit of the area's existing residents, the potential residents of this unnecessary and undesirable block and tourists visiting Old Aberdeen.

Yours faithfully,

George A. Wood

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:52  
**To:** Garry Watson  
**Subject:** FW: PLANNING APPLICATION NO. 151811, Erection of Student accommodation and associated works at Land at St. Peter St./Kings Crescent Aberdeen  
**Attachments:** Attachments\_201618.zip

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**From:** Teresa Harwood [REDACTED]  
**Sent:** 11 January 2016 [REDACTED]  
**To:** PI  
**Subject:** PLANNING APPLICATION NO. 151811, Erection of Student accommodation and associated works at Land at St. Peter St./Kings Crescent Aberdeen

Dear Sir/Madam,

**I wish to object to the proposed Application Ref. No. 151811 to build student accommodation within the First car park for the following reasons:**

- Altering the character and appearance of the Conservation Area. The proposed accommodation blocks would face directly onto the Conservation Area and the aggressively modern design would damage it's special character. The mass of this building will dominate and destroy the entrance to this historic part of Aberdeen.

C 3.4 of the TAN "Student Accommodation" September 2015, states that the "Successful built developments must also be in locations which will be attractive to students. They must be located and designed to minimize adverse impacts on their surroundings. Such impacts include over looking, overshadowing or over domination of buildings".

This building will cause, overshadowing and shading, causing a tunnel effect and will most certainly effect the setting of other buildings including St Margaret's Convent Chapel (Category A listed building). Section "C" of the TAN "Student Accommodation" September 2015" states that "The development should be designed in a way that does not conflict with adjacent properties or the general amenity of the surrounding area".

The mass of the building will cut huge amounts of light and morning sunshine from the existing buildings. Current resident's loss of privacy as the rooms and common areas in the new build will look directly into the existing residents windows. This will be further exacerbated due to the need for electric light in our rooms. We do not have the option to install "floor to ceiling glazing" or renewable energy in our homes to improve natural light.

- The site will be adjoining the bus depot, an area producing one of the highest levels of pollution in Aberdeen posing health risks which is in contradiction to requirement in section C 3.4. "will be attractive to students". The effect of fumes, diesel particulates, night time noise (bus washing) and bright lighting on the student residents living in the proposed development within the bus operations area will have a negative effect and students will not find this an attractive option.

- The destruction of the wall to the east of Kings Crescent which bounds First land and runs between two March Stones is protected and is one of the boundaries of the Conservation Area. The proposal is to replace it with a wall which has no relationship to the original and adorn it with metal railings.
- The proposed removal of established trees and bushes to allow for this building cannot be substituted by wood cladding which will in no way replicate the appearance of the crescent with living trees (see photo attached).
- The design materials, scale and colour are not in keeping with the traditional surrounding granite buildings of Kings Crescent and Spital.
- Loss of demographic balance in the area with the proportion of temporary residents far outnumbering permanent residents.
- Stress on the doctor and dentist surgeries in the area. Until recently the waiting time for an appointment was two to three days, now it takes at least three weeks due to high demand while students housed in the Old Aberdeen area are in residence.
- Increased noise and waste pollution as the students return to their accommodation after a night out which will be over and above that produced by the new development in St. Peter Street. This is already the case in the Old Aberdeen area and is not policed properly.
- Overprovision of Student Accommodation. This area already has an extremely high density of purpose built student accommodation (1,600 beds).

There are now a further two new student accommodation facilities which have just received planning permission within a 15 min walk of Kings Crescent; one at Constitution Street and the other at the Triple Kirks Union Terrace which will add a reported 900 student beds.

Aberdeen University recently stated that there is already an overprovision of student accommodation. Robert Gordon's University have empty beds in their accommodation and these could be given over to students from The University of Aberdeen.

There is a direct bus linking the two universities and by using the number 1 or 2 bus on the red route which is a sustainable means of travel as per the TAN "Student Accommodation" September 2015, 3B 3.3. "This allows relative ease of access to campus for students and will promote sustainable means of travel, thus minimizing car use".

- Only 3 parking spaces are to be provided for 202 students of which 2 are disabled spaces and 1 staff space. Parking problems in the area will be further aggravated. It is assumed that students from outside Aberdeen don't have cars, family or friends with cars who will want to visit. It is already recognised that parking in this area is under great pressure and due to the proposed introduction of more double yellow lines in Advocates Road and Kings Crescent to facilitate this development; a further 5/8 spaces will be lost leaving 5/6 spaces on Kings Crescent and only when there aren't events at **Pittodrie Stadium**.

The new student block in St Peter Street will be in use by next year housing 110 students with only 10 parking spaces provided. The proposed Kings Crescent development will have 202 occupants with only 3 parking spaces, 2 x disabled and 1 x staff parking space planned. This is in contradiction of the TAN "Student Accommodation" September 2015 section D 3.10 "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). Disabled parking and enhanced cycle parking facilities should also be

provided as set out in the SG. The level of parking proposed in new development must be agreed with the Planning Authority".

It is also proposed to take another parking space away for the already frustrated residents by introducing a car club space.

Residents in Kings Crescent already have problems getting tradesmen to attend issues at our homes as they are unable to park in the vicinity.

- Kings Crescent and the surrounding areas are the last free parking area before the City centre and parking already occurs on the pavements and double yellow lines in Kings Crescent/Jute Street/St. Peter Street with impunity. Emergency vehicles cannot safely operate in this environment.
- Road safety issues arising from increased pressure on parking and road use. It is proposed that Waste Collection from this development will take place on Kings Crescent. As this development will require numerous large segregated waste bins to be emptied this will have a huge effect on the free flow of traffic in the area. The collection of waste generated by the residents already living in Kings Crescent causes a bottle neck bringing traffic to a standstill as the bins are brought to the lorry, emptied and returned to the pavement.
- The increased footfall on an already overstressed route with pavements being reduced to single file on bin days and when people stop to chat in groups blocking the pavements forcing other pedestrians to walk on the road. This happens already and that's before populating the new Student accommodation building in St Peter Street.
- This development will be completely out of character within the Conservation Area of Old Aberdeen. The design is purely to extract maximum return for the investment without any thought to the surroundings.

**Having lived at 37 Kings Crescent since October 1980 we feel that the introduction of a modern structure within a row of stone built traditional buildings will not "preserve and enhance the historic character and amenity of the Conservation Area" (Historic Scotland's Scottish Historic & Environment Policy (SHEP)) but will set a precedent and detract from the Conservation Area and the heritage of Old Aberdeen.**

Teresa Harwood

Teresa Teresa Harwood



## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:51  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: webmaster@aberdeencity.gov.uk [mailto:webmaster@aberdeencity.gov.uk]

Sent: 11 January 2016 21:39

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Edward Harwood

Address : 37 Kings Crescent

  
type :

Comment : I wish to object to the proposed Application Ref. No. 151811 to build student accommodation within the First car park for the following reasons:

&#8226; Altering the character and appearance of the Conservation Area. The proposed accommodation blocks would face directly onto the Conservation Area and the aggressively modern design would damage it's special character. The mass of this building will dominate and destroy the entrance to this historic part of Aberdeen

C 3.4 of the TAN &quot;Student Accommodation&quot; September 2015, states that the &quot;Successful built developments must also be in locations which will be attractive to students. They must be located and designed to minimize adverse impacts on their surroundings. Such impacts include overlooking, overshadowing or over domination of buildings&quot;.

This building will cause, overshadowing and shading, causing a tunnel effect and will most certainly effect the setting of other buildings including St Margaret&#8217;s Convent Chapel (Category A listed building). Section &quot;C&quot; of the TAN &quot;Student Accommodation&quot; September 2015&quot; states that &quot;The development should be designed in a way that does not conflict with adjacent properties or the general amenity of the surrounding area&quot;.

The mass of the building will cut huge amounts of light and morning sunshine from the existing buildings. Current resident's loss of privacy as the rooms and common areas in the new build will look directly into the existing residents windows. This will be further exacerbated due to the need for electric light in our rooms. We do not have the option to install &quot;floor to ceiling glazing&quot; or renewable energy in our homes to improve natural light.

&#8226; The site will be adjoining the bus depot, an area producing one of the highest levels of pollution in Aberdeen posing health risks which is in contradiction to requirement in section C 3.4. &quot;will be attractive to students&quot;. The effect of fumes, diesel particulates, night time noise (bus washing) and bright lighting on the student residents living in the proposed development within the bus operations area will have a negative effect and students will not find this an attractive option.

&#8226; The destruction of the wall to the east of Kings Crescent which bounds First land and runs between two March Stones is protected and is one of the boundaries of the Conservation Area. The proposal is to replace it with a wall which has no relationship to the original and adorn it with metal railings.

&#8226; The proposed removal of established trees and bushes to allow for this building cannot be substituted by wood cladding.

&#8226; The design materials, scale and colour are not in keeping with the traditional surrounding granite buildings of Kings Crescent and Spital.

&#8226; Loss of demographic balance in the area with the proportion of temporary residents far outnumbering permanent residents.

&#8226; Stress on the doctor and dentist surgeries in the area. Until recently the waiting time for an appointment was two to three days, now it takes at least three weeks due to high demand while students housed in the Old Aberdeen area are in residence.

&#8226; Increased noise and waste pollution as the students return to their accommodation after a night out which will be over and above that produced by the new development in St. Peter Street. This is already the case in the Old Aberdeen area and is not policed properly.

&#8226; Overprovision of Student Accommodation. This area already has an extremely high density of purpose built student accommodation (1,600 beds).

There are now a further two new student accommodation facilities which have just received planning permission within a 15 min walk of Kings Crescent; one at Constitution Street and the other at the Triple Kirks Union Terrace which will add a reported 900 student beds.

Aberdeen University recently stated that there is already an overprovision of student accommodation. Robert Gordon's University have empty beds in their accommodation and these could be given over to students from The University of Aberdeen.

There is a direct bus linking the two universities and by using the number 1 or 2 bus on the red route which is a sustainable means of travel as per the TAN &quot;Student Accommodation&quot; September 2015, 3B 3.3. &quot;This allows relative ease of access to campus for students and will promote sustainable means of travel, thus minimizing car use&quot;.

&#8226; Only 3 parking spaces are to be provided for 202 students of which 2 are disabled spaces and 1 staff space. Parking problems in the area will be further aggravated. It is assumed that students from outside Aberdeen don't have cars, family or friends with cars who will want to visit. It is already recognised that parking in this area is under great pressure and due to the proposed introduction of more double yellow lines in Advocates Road and Kings Crescent to facilitate this development; a further 5/8 spaces will be lost leaving 5/6 spaces on Kings Crescent and only when there aren't events at Pittodrie Stadium .

The new student block in St Peter Street will be in use by next year housing 110 students with only 10 parking spaces provided. The proposed Kings Crescent development will have 202 occupants with only 3 parking spaces, 2 x disabled and 1 x staff parking space planned. This is in contradiction of the TAN &quot;Student Accommodation&quot; September 2015 section D 3.10 &quot;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). Disabled parking and enhanced cycle parking facilities should also be provided as set out in the SG. The level of parking proposed in new development must be agreed with the Planning Authority&quot;.

It is also proposed to take another parking space away for the already frustrated residents by introducing a car club space.

Residents in Kings Crescent already have problems getting tradesmen to attend issues at our homes as they are unable to park in the vicinity.

• Kings Crescent and the surrounding areas are the last free parking area before the City centre and parking already occurs on the pavements and double yellow lines in Kings Crescent/Jute Street/St. Peter Street with impunity. Emergency vehicles cannot safely operate in this environment.

• Road safety issues arising from increased pressure on parking and road use. It is proposed that Waste Collection from this development will take place on Kings Crescent. As this development will require numerous large segregated waste bins to be emptied this will have a huge effect on the free flow of traffic in the area. The collection of waste generated by the residents already living in Kings Crescent causes a bottle neck bringing traffic to a standstill as the bins are brought to the lorry, emptied and returned to the pavement.

• The increased footfall on an already overstressed route with pavements being reduced to single file on bin days and when people stop to chat in groups blocking the pavements forcing other pedestrians to walk on the road. This happens already and that's before populating the new Student accommodation building in St Peter Street.

• This development will be completely out of character within the Conservation Area of Old Aberdeen. The design is purely to extract maximum return for the investment without any thought to the surroundings.

Having lived at 37 Kings Crescent since October 1980 we feel that the introduction of a modern structure within a row of stone built traditional buildings will not "preserve and enhance the historic character and amenity of the Conservation Area" (Historic Scotland's Scottish Historic & Environment Policy (SHEP)) but will set a precedent and detract from the Conservation Area and the heritage of Old Aberdeen.

Edward Harwood

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:51  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 11 January 2016 21:23

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Lesley Simpson

Address : 21 Kings Crescent

Aberdeen

AB24 3HJ

  
type :

Comment : I object to this planning application on the following grounds:

1. It looks like a dog's breakfast! If you're going to build something modern in a Conservation area then it should be a stunning piece of contemporary architecture that is worth conserving for future generations.
2. We should be building to meet identified need. In the case of Aberdeen, this should be social housing.
3. Given the amount of existing student accommodation in the area and currently under construction they're going to have to build another university to fill it ! It is obvious that the cost of private rents is going down and, if this continues, then students will again be able to rent accommodation in the private sector. The city will then need less student accommodation not more.
4. Students these days have cars. First bus employees have cars. Local residents have cars. Where will we all park? You have already decreased local parking by 5 spaces by giving planning permission to the owners of the premises on the corner of kings crescent to erect a gate across the lane between numbers 44 and 46. Why decrease local parking by approximately 75 spaces (70 at First Bus) then increase the student population by hundreds?
5. Whatever goes in that site, the trees should be left to screen it from the street and the building should be no higher than the flats to the south of it.

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## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:51  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: webmaster@aberdeencity.gov.uk [mailto:webmaster@aberdeencity.gov.uk]

Sent: 11 January 2016 17:36

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Richard Harwood

Address : 37 Kings Crescent

Aberdeen

AB24 3HP

  
type :

Comment : We wish to object to the proposed Application Ref. No. 151811 to build student accommodation within the First car park for the following reasons:

&#8226; Altering the character and appearance of the Conservation Area. The proposed accommodation blocks would face directly onto the Conservation Area and the aggressively modern design would damage it's special character. The mass of this building will dominate and destroy the entrance to this historic part of Aberdeen

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&#8226; Loss of demographic balance in the area with the proportion of temporary residents far outnumbering permanent residents.

&#8226; Stress on the doctor and dentist surgeries in the area. Until recently the waiting time for an appointment was two to three days, now it takes at least three weeks due to high demand while students housed in the Old Aberdeen area are in residence.

&#8226; Increased noise and waste pollution as the students return to their accommodation after a night out which will be over and above that produced by the new development in St. Peter Street. This is already the case in the Old Aberdeen area and is not policed properly.

&#8226; Overprovision of Student Accommodation. This area already has an extremely high density of purpose built student accommodation (1,600 beds).

There are now a further two new student accommodation facilities which have just received planning permission within a 15 min walk of Kings Crescent; one at Constitution Street and the other at the Triple Kirks Union Terrace which will add a reported 900 student beds.

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It is also proposed to take another parking space away for the already frustrated residents by introducing a car club space.



Residents in Kings Crescent already have problems getting tradesmen to attend issues at our homes as they are unable to park in the vicinity.

• Kings Crescent and the surrounding areas are the last free parking area before the City centre and parking already occurs on the pavements and double yellow lines in Kings Crescent/Jute Street/St. Peter Street with impunity. Emergency vehicles cannot safely operate in this environment.

• Road safety issues arising from increased pressure on parking and road use. It is proposed that Waste Collection from this development will take place on Kings Crescent. As this development will require numerous large segregated waste bins to be emptied this will have a huge effect on the free flow of traffic in the area. The collection of waste generated by the residents already living in Kings Crescent causes a bottle neck bringing traffic to a standstill as the bins are brought to the lorry, emptied and returned to the pavement.

• The increased footfall on an already overstressed route with pavements being reduced to single file on bin days and when people stop to chat in groups blocking the pavements forcing other pedestrians to walk on the road. This happens already and that's before populating the new Student accommodation building in St Peter Street.

• This development will be completely out of character within the Conservation Area of Old Aberdeen. The design is purely to extract maximum return for the investment without any thought to the surroundings.

Having lived at 37 Kings Crescent since October 1980 we feel that the introduction of a modern structure within a row of stone built traditional buildings will not "preserve and enhance the historic character and amenity of the Conservation Area" (Historic Scotland's Scottish Historic & Environment Policy (SHEP)) but will set a precedent and detract from the Conservation Area and the heritage of Old Aberdeen.

Richard Harwood

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## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:50  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 11 January 2016 20:44

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : ruth maclennan

Address : 4 spital  
aberdeen

Telephone :

type :

Comment : I would like to object to this planning application. The reasons being the structure is far too tall, not in keeping with Old Aberdeen at all. It is an ugly building. There are not enough parking spaces for the people that live there at the moment, without adding more people requiring spaces.

The building will also cut sunlight and lead to long term issues with frost and damp in St.Peter street flats and the garden of 4 Spital.

This building should not go ahead, it will spoil the look of Old Aberdeen,

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:50  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 11 January 2016 10:43

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : sarah

Address : 52 kings crescent

Telephone :

[REDACTED]

type :

Comment : i DO NOT want this to get approved as this building is old enuf and with a tenant in the building having a fire a few months ago the moise was bad enuf without truckes road blocked and more idiots more people drinking and there friends coming over after thy move in means extra litter more dumping more music much less parking

if the students kept were thy stayed and cleaned after them self thy wldnt need to get a new building in a place with old buildings

and after all the bloody council dont clean up after them self either so there will be damage to the surrounding area

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## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:50  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 08 January 2016 17:16

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Steve Cunningham

Address : 36 Turnberry Crescent

Aberdeen

AB22 8PD

  
type :

Comment : Having viewed these plans, I am off the opinion that this is a most unsuitable area for this proposed development. In an ideal world, everybody would use the bus, however it would be naive and also inconceivable to hope that not one of the 202 bedroom users would not have a car! The transport survey states the 1, 1a and route 2 buses go to faulds gate, dyce and newhills when this is quite clearly wrong, they actually go to Garthdee!

I am a First bus driver and can confirm that First actively discourages us from using King Street to access/depart with our cars. As a driver, I feel we have been left out of this consultation and have not had the chance to air our views when we will be the ones most affected by this development.

Statutorily, we have to check the horns of our buses every morning, so seven days a week, 200 buses do this between 0330 and 0730. This will only lead to noise complaints from the new residents who will be less than 30 yards away!

We already have great difficulty at the moment in getting a parking space on site and everyday, buses are parked in areas where they shouldn't be due to a lack of space. Safe walkways have been reduced in the yard to accommodate new hydrogen buses and just the other day, 4 cars were parked along the staff zebra crossing at the King Street end of the site. We cannot check our brakelights on the mirrored lamppost as there is always coaches parked in the way! Many more of us have to annoy the residents in Erroll Street/Place and Seaforth Road and steal their on street parking (something First do not like us doing).

First do not have enough room on site at the moment and indeed around a dozen buses are being parked up in a yard off the Old Skene Road!

There is nowhere for near anyone to park around this site and it will be unbearably worse if this development gets the go ahead as there is already a massive five storey block of apartments being finished off less than 50 yards away in St Peter St.

In addition, a massive new swathe of student flats is about to be provided on three locations around the corner on Powis Place with planning permission already having been given to provide hundreds more on the Matalan site in Constitution Street.

We have surely got to the point of saturation and over provision as far as student flats are concerned. I implore you to reject this application.

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error, notify the sender by reply email, delete the received email and do not make use of, disclose or copy it. Whilst we take reasonable precautions to ensure that our emails are free from viruses, we cannot be responsible for any viruses transmitted with this email and recommend that you subject any incoming email to your own virus checking procedures. Unless related to Council business, the opinions expressed in this email are those of the sender and they do not necessarily constitute those of Aberdeen City Council. Unless we expressly say otherwise in this email or its attachments, neither this email nor its attachments create, form part of or vary any contractual or unilateral obligation. Aberdeen City Council's incoming and outgoing email is subject to regular monitoring.

## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:50  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: webmaster@aberdeencity.gov.uk [mailto:webmaster@aberdeencity.gov.uk]

Sent: 15 December 2015 00:40

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Sarah McIntyre

Address : 27 King's Crescent

Aberdeen

AB24 3HP

  
type :

Comment : I object to this application and would make the following comments:

As owner of 27 King's Crescent, my home is part of a conservation area. The public elevation of my home is strictly controlled. I cannot cut down the tree in my front garden (not that I would want to), the colour, material and type of my doors and windows are dictated to me and I am strictly prohibited from doing anything that would ruin the distinctive and beautiful character of Old Aberdeen. My house must stay as it was at the turn of the 20th century. I must apply for planning permission to do so much as replace a window like for like. I find it astonishing, therefore, that not 10 meters away on the same street, with a public elevation much more obvious to the passing public than mine, a building like this can be proposed using a boxy modern glass and timber design, and completely out of character with the rest of the conservation area. This would apparently not fall within the CA and the character of this side of the street does not matter. Common sense dictates that this is ludicrous. Please note that I am not suggesting that my home should be removed from the conservation area whatsoever. Instead I am suggesting that an appropriate distance at the equal and opposite side of the road should be incorporated into it.

The planned accommodation is too tall and would create an unpleasant tunnel as King's Crescent was not built wide enough to support such a height on both sides (see, for example Esslemont Crescent which has tall granite tenements at both sides but is 4 cars wide. King's Crescent is not even wide enough for 3 cars).

As an ex-First employee, I am aware that currently no employees are permitted to enter or exit via the King Street gates due to safety concerns (contrary to the supporting documents, which imply that it is an option). Forcing hundreds of car movements a day through the King Street gates along with the buses with no junction lights would cause severe traffic delay problems for staff and would be unsafe with the potential for increased RTAs. As the council documents stated, King's Crescent is relatively uncongested with the car park as it is and spreads the traffic around the Mounthooly area out.

I am concerned that the noise and light of a functioning bus depot (that operates all night) would be too disruptive for any resident who moved in to the development.



There will be a decline in the availability of amenities in the area- it is already up to a month's wait for a GP appointment at the nearest medical practice, and this is before all the other thousands of student beds have opened up with no further community facility provision.

There will be a lack of light and privacy to King's Crescent. I note that the developers are pleased that the position of their development would be super for not requiring much artificial light but of course this implies that they are blocking out the light for a large part of the day from the buildings opposite.

I understand that the developers were instructed to inform residents of King's Crescent of the meeting being held in November before detailed planning permission was sought. As the owner of a neighbouring property, I can confirm that we were not informed in any way and found out via the Evening Express. No attempt was made to contact us. We did not get the chance to meet with Ardmuir for them to put our concerns to rest.

The 'artist's impressions' are misleading in scale and are drawn from aspects that are not public- one in particular appears to be drawn as if standing at our front door. As we have a 20 foot front garden, I would invite the developers to perhaps show the more realistic view that the public will have, being from the actual road. I feel that this would prove the inappropriate 'tunnel' effect. This along with the above point makes me feel that the developers are trying to hide the proper scale, especially the height of the development. If they cannot be open about their plans and realistic that implies to me that they feel parts of the development are inappropriate themselves and they are trying to sneak an inappropriate plan through.

I currently live on Merkland Road, next door to Ardmuir's King Street development (we are restoring King's Crescent and hope to move in 2016). I feel that my concerns about living next to this development are appropriate to raise here, given that Ardmuir have compared the King's development to it multiple times in their brochure and have used an identical design:

I would invite the planning committee to come and view the 'interesting spaces' as Ardmuir describe them that are also included within this development between the building proper and the boundary wall- they are dingy magnets for litter and vomit and are never cleaned or maintained.

The bin store is very poorly built and maintained and litter has strongly increased in the area. I am concerned that they are incorporating a similar poor design into this development.

The development is not staffed and noise, fire alarms and anti-social behaviour frequently affect us as neighbours. Ardmuir have not been considerate in our community.

The development is never full with the basement rooms visible from the street being mostly empty. I therefore question their desire to build more beds when they cannot fill the ones they have.

Sustainability concerns- the developers state that as part of the design they will 'investigate' further sustainability measures and the roof is 'suitable' for photovoltaic panels but this all means nothing- what will they actually pay to install to ensure proper energy efficiency?

I do not believe that the development fits in with the development plan. There have been many other student developments approved recently and I understand that both universities now state that there is an over provision of student accommodation in Aberdeen. I am concerned that a beautiful unique area is made dark, ugly and samey only for the building to not be fully utilised. Please note that I am not against all development. I note that the Ardmuir King Street development had far less of an impact on parking than I anticipated, for example. If the developers had limited the building to two or three storeys I may not have lodged an objection (although the conservation area point would still stand). However the documents submitted are rushed, full of errors (First Bus route 1/2 will not take you to Dyce!) and seems to have had very little time spent on it- it is so slapdash, copy pasted and very sad. I feel they are being greedy and inconsiderate to the beautiful area that is one of the best parts of Aberdeen.

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## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:49  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: webmaster@aberdeencity.gov.uk [mailto:webmaster@aberdeencity.gov.uk]

Sent: 15 December 2015 00:39

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Joe Stewart

Address : 27 King's Crescent

Aberdeen

AB24 3HP

Telephone :

[REDACTED]

type :

Comment : I object for the following reasons:

The area in which this development is proposed currently has a very high proportion of student accommodation, much of it purpose-built. It appears that both universities in Aberdeen are already over-provisioned, so there is apparently no need for more new accommodation of this type in the foreseeable future.

An increase in residents of the area would place extra strain on local services. King's Crescent is already arguably unfit for the amount of foot traffic it sees, and the road traffic is no better. Obviously foot traffic would increase, but so would road traffic despite the "no cars" policy. In absolute terms, it doesn't seem like it would be a large difference but please consider the current state of the street. Beyond the predictable complaints about parking, there are real safety concerns for both motorists and pedestrians.

The proposal sits on the very edge of a Conservation Area. Close enough to significantly impact the area but not close enough to be regulated by it. As a resident of King's Crescent, I would not be allowed to change the style of my garden fence and it would seem unfair if the proposed structure of notably modern design and materials were allowed directly across the narrow street.

Irrespective of the Conservation Area, the proposal cannot be said to be in keeping with the local character, which includes buildings such as Saint Margaret's Convent.

The height of the proposal is a major concern: a building of several storeys would block light to nearby properties and would appear to "loom" on such a narrow street. The overall effect of a new tall building would, I feel, be negative.

There is an attractive lining of trees along the East side of King's Crescent that would be destroyed by this development. They are relatively young and the developers have deftly sidestepped this issue by making assurances about the "mature trees";.

Regarding the Pre-application Consultation Report, I offer the following rebuttals to the responses given by developers:



"The choice of materials is based on aesthetics, durability and performance qualities" - Explaining why the proposed materials were chosen does not address the concerns regarding a "traditional finish". The proposed materials not only are not in keeping with the local character, they are perceived as particularly modern and "of this time". The reasons specifically do not state in what way the choice of materials reflects the local area. Put simply, they do not.

"We would submit that there is an improvement in the nature of the locale in comparison to what exists at present." - As a local resident, I disagree for the reasons stated in this objection.

"It is noted that there are mature trees on the opposite side of the road to the subject site. The development does not propose the removal of any of these trees." - Is this referring to the mature trees that are in other people's gardens? This is an outrageous piece of deflection.

"It is our submission that the proposals would not constitute overdevelopment of the site as the proposals respect the heights and topography of the immediate surroundings" - The amount of truth in this statement is unclear. Also, from street level, we would be going from a short wall that one can see past to a large block of flats in a modern design.

Furthermore I would like it on record that I did not receive any notification of this proposal (27 King's Crescent). I understand that Ardmuir were specifically requested to inform these residents. It is concerning that it seems they didn't bother: ignoring a request like this may appear to be a small lapse but in reality Ardmuir have potentially avoided several legitimate complaints through local's ignorance.

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:49  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 14 December 2015 14:45

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Fred Nimmo

Address : 4 Spital

Aberdeen

AB243HS

  
type :

Comment : Dear Sir,

Planning Application 151811

(St Peters Street/Kings Crescent)

I wish to object to the proposed development on the following grounds:

1. The height of the building of 6 floor levels, at its maximum, is out of keeping with the surrounding buildings. It should be kept to no more than 3 floors to harmonize with neighbouring buildings.
2. There is inadequate allowance made for car parking for over 200 students. A neighbouring student development further down St Peters Street has 28 off-road parking places for about 100 students. The nearby development of student flats at 34-36 St Peters Street (at present under construction) offers only 13 parking places for 128 students, which is itself inadequate, but even this is better than the 3 parking spaces allowed for the new development. If only 3 parking places are provided at the proposed development there will be great competition for street parking in St Peters Street and the surrounding area.
3. I think that there is also an issue if the students are charged for parking - they will probably just park on the street, and perhaps it should be stipulated that they should not be charged for parking in any parking spaces the developers eventually provide. Many students have cars, and I have seen them parking on the street rather than pay for off-street parking.
4. There is over-provision of student accommodation in the surrounding area. There are hundreds for students flats proposed for this area, including developments at Causewayend School, Fraser Place, and the proposed development at the BT Depot/Office in Froghall Avenue. Surely enough is enough. Aberdeen University has said there is now an over provision of student accommodation.
5. The developer seems to want to cram the maximum number of student flats into the available area. They will have no available space for their equipment or machines when the building starts. As with Fraser Place and St Peters Street developments, they will want to close or narrow the adjacent roads to facilitate their building work - but Kings Crescent is a major bus route, and surely this cannot be an option just so the developers can maximize their profits. The pavement is narrow on their side of Kings Crescent, and arguably it could be widened if they building were set back from the road, which I would welcome.

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:48  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 13 December 2015 22:22

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Owen Forsyth

Address : 6c Spital, Aberdeen

AB24 3HS

  
type :

Comment : I Object to the development on the grounds of complete lack of parking, heavily unbalanced local demographic and unproportionate size.

The local area already has in-sufficient local parking and given this is currently the first bus depot car park, where are all those workers going to park? The idea that students don't have cars is also false. 202 flats with this development and the other with 128 on st peters street are going to force all working people who require cars for work out of the area. Local residents are already having to park streets away. 6 storeys and the overall size is going to dominate the street/skyline. This development combined with all the other ongoing student flats will increase the student population to a level that will have a negative impact on all other residents specifically at early hours in the morning during working days due to noise and anti social behaviour.

This development would appear to be developers maximising square footage/beds with no consideration to any other factors. It certainly is not sympathetic to the local area.

Perhaps as part of conditions developers should offer local residents heavily discounted build prices for garages where possible and to back up the council/planning departments 'students don't have cars' policy, the area should be moved to a resident parking pass only which is not available to students (or to a small quota/exceptions) solving local parking problems.

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:47  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 13 December 2015 20:27

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Angela Smith

Address : 10D Spital

Aberdeen

Telephone :

type :

Comment :

I Object for the following reasons.

1. Height of the development overwhelms the surrounding area. Not in keeping with the area. Being built in the Old Aberdeen Conservation area.
2. The tallest part of the building is located at the highest part of the road and would be overwhelming.
3. The upper limit of the proposed units is excessive for the area. Already heavily built up with student accommodation. No requirement for more accommodation.
4. Such a concentration of students will make for an excessively noise/busy area and will affect non student/owner occupier. Total disregard for permanent residents.
5. Increased traffic and parking will cause major congestion.
6. Traditional area requires traditional finish to the frontage of the build as the street is predominately granite.
7. Lack of ample parking provision will hugely impact on residents in the area. Road safety issues will arise.
8. Proposed Aberdeen City Council Car Club will not alleviate car traffic and parking issues. It simply will not resolve the problem of No. 7 . Keeping within the legal mathematical equation ratio of car space per x amount of units is clearly unworkable and whilst developers are very happy to stick to the letter of the law regarding this (because it is to their advantage) there is a moral obligation to ensure there is ample parking. Stress factors for both students and residents. It is just not true that students dont have cars and so therefore will not require parking spaces.
9. Loss of mature and established trees. All part of the attractiveness of Old Aberdeen.
10. Building is bland and lacks imagination. No consideration for the surrounding area or permanent residents.

11. Hugely disproportionate temporary residents far outnumbering permanent residents.

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:45  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 13 December 2015 16:48

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : G Forward

Address : Flat 8A Spital

Aberdeen

AB24 3HS

  
type :

Comment : I object to this application on the following grounds:

1. While there has been a shortage of student accommodation in the past some of this was due to major refurbishment at Seton Halls, now nearing completion.

There is now a clear surplus of student accommodation as evidence by the number of "to let" signs in the area. Also I believe the university has reported empty beds in their halls.

2. Parking is a problem in the area and will be made worse as the proposed plan is to build on the staff carpark of the bus company! The developer's contention that students don't have cars is completely wrong. A visit to the halls at Seton park will attest to this fact with students (mainly first year) have to fight for parking space. Older students are even more likely to have cars. So this is a falsehood.

3. Although not officially in the "Old Aberdeen" conservation area it is only because it was a bus station that this was exempted. The boundary seems to run along the pavement, so in effect it will have a detrimental effect on the conservation area.

4. The building proposes 6 stories which is far too high in terms of shading and loss of amenity for current residents. This development is not required for student accommodation. It will be visibly detrimental to a unique part of Aberdeens heritage already having been heavily impacted on by other such developments, many nearby still in construction.

Overemphasis on student accommodation in the area results in a "ghost town" effect out of term time.  
PLEASE CALL A HALT NOW TO THESE PLANS WHICH WILL ONLY BENEFIT THE DEVELOPER.

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:45  
**To:** Garry Watson  
**Subject:** FW: Planning application reference number 151811

-----Original Message-----

**From:** Gladys Main [REDACTED]  
**Sent:** 11 December 2015 16:06  
**To:** PI  
**Subject:** Planning application reference number 151811

To whom it may concern.

I hereby object to the above application to build student accommodation at the existing First bus site on the basis that this area has a disproportionate amount of such accommodation already, with new developments which will realise several hundred new beds in the process of being built and available for the next academic year.

In accordance with the TAN approved in July 2015 proving the need for such is a prerequisite in all applications. My information is that there is no longer a need for additional beds, that all three educational institutions (ie. North East College, Aberdeen University and RGU) had no problem accommodating students this year and indeed had a surplus. It should also be noted that there is also an unprecedented level of vacant properties in the Old Aberdeen and Froghall, Powis and Sunnybank Community Council areas.

It should also be noted that North East College and Aberdeen University have no plans to increase student numbers in the foreseeable future and if anything numbers will reduce.

The medical practises in the area are struggling already to meet the demands of additional students so would be completely overwhelmed by yet more; there has been problems nearby in two separate sites in relation to sewage (Merkland Road and Froghall Road) and also flooding in Froghall Road, both attributable to the increase in residents from the new homes in the area; parking is at a premium and although students allegedly will be told they can't have cars there will inevitably a number who will flaunt this and park wherever they can in the vicinity therefore depriving permanent residents of spaces.

Gladys Main  
21 Froghall View  
Aberdeen

Sent from my iPad

## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:44  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 11 December 2015 13:04

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Clive Kempe

Address : 7 Sunnyside Terrace

Aberdeen

AB243NB

  
type :

Comment : I would like to submit an Objection for the plan for Student Flats in Kings Crescent.

The scale of the development is excessive for what is an important gateway to historic Spital and Old Aberdeen. The height should be restricted to 4 storeys maximum, and the building should be recessed (with small front garden area) from the pavement, so balance the architectural integrity of the area. Kings Crescent is an important asset, and while I think the some accommodation is welcome, to open up this sometime desolate location (it can be dangerous walking along Kings Crescent at night) I think this would be better served with non student flats, where the population is in situ all year round.

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## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:44  
**To:** Garry Watson  
**Subject:** FW: Planning Application Reference number 151811

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**From:** Wilma Paton [REDACTED]  
**Sent:** 09 December 2015 10:18  
**To:** PI  
**Subject:** Planning Application Reference number 151811

Dear Sir / Madam,

I object to the above application on many grounds and will detail some of them.

1 This area is already overburdened by student numbers which has entirely altered the demographic balance of the area. Greater priority is being given, it seems, to the needs of temporary residents rather than the members of the settled community who have a commitment to the area.

2 The size of the proposed building will affect the light and privacy of residents living in the area.

3 The lack of parking provision. Already parking is at a premium in the area and to believe that 202 students will only need 3 parking spaces is living in a dream world. It will further inconvenience those of us who live in the area.

4 Student accommodation is normally provided for 1st year students and so you need to be aware of the probable noise nuisance which will be generated.

For these reasons, as said, I object to the plan to subject this area to yet more student accommodation.

Yours,

Wilma Paton

## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:43  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 08 December 2015 15:01

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Stuart Patterson

Address : 1 Cheyne Road

Aberdeen

AB24 1UA

  
type :

Comment : I am generally unhappy about the amount of student accommodation being built in the area.

This creates an unbalanced community with a heavy emphasis on residents who will not engage or become part of the life and activities in the community, or who will only be resident for a short period.

IMPORTANT NOTICE: This e-mail (including any attachment to it) is confidential, protected by copyright and may be privileged. The information contained in it should be used for its intended purposes only. If you receive this email in error, notify the sender by reply email, delete the received email and do not make use of, disclose or copy it. Whilst we take reasonable precautions to ensure that our emails are free from viruses, we cannot be responsible for any viruses transmitted with this email and recommend that you subject any incoming email to your own virus checking procedures. Unless related to Council business, the opinions expressed in this email are those of the sender and they do not necessarily constitute those of Aberdeen City Council. Unless we expressly say otherwise in this email or its attachments, neither this email nor its attachments create, form part of or vary any contractual or unilateral obligation. Aberdeen City Council's incoming and outgoing email is subject to regular monitoring.

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-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 03 December 2015 09:57

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : jamie

Address : 52 kings crescent

  
type :

Comment : I OBJECT FOR A NUMBER OF REASONS

I FOR ONE WILL LOSE OUT ON BUSINESS

THE MESS

THE NOISE FROM 8AM FOR MONTHS

NEW STUDENTS MEANS MORE PEOPLE MORE NOISE MORE PEOPLE DRINKING MORE PARTYING MORE MUSIC A  
OVER CROWDED SMALL STREET

IF COUNCIL MADE STUDENTS LOOK AFTER THAT THY HAVE AND KEPT UPTO DATE WITH MAINTENANCE THEN THY  
WLDNT NEED ANOTHER NEW BUILDING JUST MAKE THE BEST OF WHAT THY HAVE

AS THERE ARE STILL HOMELESS AND PEOPLE ON THE HOUSING LIST NEEDING SOMETHING NEW OR JUST  
SOMETHING

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**Sent:** 03 February 2016 10:43  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 02 December 2015 05:09

To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Graeme Chesser

Address : 33 University Road

Aberdeen

AB24 3DR

  
type :

Comment : The size of the structure looks about one floor too large compared with other buildings on King's Crescent and about two floors too large on St Peter's Street.

The brown colour looks out of order compared with the grey on all other adjoining buildings. The block shape to the building highlights the size of the development and would be better if it was one large even shaped block. It is difficult to tell if there is any car parking for students or if it is just for First Bus, but it does not seem sufficient as there is little car parking nearby and I assume a controlled parking zone will be coming here at some time. In summing up I am against the development for this area.

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## Garry Watson

---

**From:** Garry Watson  
**Sent:** 03 February 2016 10:53  
**To:** Garry Watson  
**Subject:** FW: Application 151811, Kings Crescent/St. Peter Street

---

**From:** George A. Wood [REDACTED]  
**Sent:** 12 January 2016 16:14  
**To:** Emma Rennie  
**Subject:** Re: Application 151811, Kings Crescent/St. Peter Street

Dear Ms Rennie,  
The letter is quite clearly addressed from me and refers to "my objection".  
For your information, I am no longer a member of Old Aberdeen Community Council.  
Regards,  
George Wood

**From:** [Emma Rennie](#)  
**Sent:** Tuesday, January 12, 2016 12:56 PM  
**To:** [George A. Wood](#)  
**Subject:** RE: Application 151811, Kings Crescent/St. Peter Street

Good Afternoon Mr Wood,

Can I confirm this is a letter of representation from yourself personally and not from the Community Council?

Kind regards

**Emma Rennie**  
Application Support Assistant

Communities, Housing & Infrastructure | Planning & Sustainable Development | Aberdeen City Council |  
Business Hub 4 | Ground Floor North | Marischal College | Broad Street | Aberdeen | AB10 1AB

[REDACTED]

We are always trying to improve the quality of customer service that we provide and would like to know your views on the service you have received to help us learn what we need to do better. We would very much appreciate you taking a few moments to fill in our short feedback form by clicking on <http://www.aberdeencity.gov.uk/customerfeedback> and selecting Development Management (Planning Applications Team) and/or Building Standards.  
Many thanks in advance.

---

**From:** George A. Wood [<mailto:georgeawood@btinternet.com>]  
**Sent:** 11 January 2016 20:38  
**To:** PI  
**Subject:** Application 151811, Kings Crescent/St. Peter Street

**George A. Wood**

**2 Harrow Road  
ABERDEEN  
AB24 1UN**

**11<sup>th</sup> January 2016**

**Development Management  
Planning and Sustainable Development  
Aberdeen City Council  
Business Hub 4, Marischal Collage  
Broad Street  
ABERDEEN  
AB10 1AB**

Dear Sir,

**Planning Application 151811  
Student Accommodation, Kings Crescent/St Peter Street, Aberdeen**

I wish to record my objection to the granting of the above planning application as it is not in keeping with the area, it will increase the already considerable strain on local resources and services and it has the potential to have adverse effects on First Bus operations and to the health of residents.

I would advance the following in support of my objection: -

1. Due to its bulk and design, the structure's close proximity to the Old Aberdeen Conservation Area, would have considerable visual impact on the Conservation Area in general and in particular on Kings Crescent in its role as the main entrance to the Conservation Area.

The design is in breach of the TAN and there are already precedents for refusal of applications outwith conservation areas on the basis of their potential impact due to proximity and this should be adopted for this application.

2. The proposed design represents overdevelopment of the site in respect of the height of the structure and its proximity to busy thoroughfares. The height is not sympathetic to the neighbourhood and will cause shadow effect on neighbouring properties. The road proximity will detract from the amenity of residents in the development and will inevitably lead to complaints of traffic noise.

3. The issues relating to parking have not been addressed. The removal of parking spaces used by First Bus staff, thought necessary when permission was granted for the First Bus development, cannot be adequately addressed without a review of what new provision will be made by First Bus to prevent staff seeking street parking in an area already grossly underprovided with such amenity. There are insufficient disabled parking spaces provided within the development.

4. The development will have an adverse effect on the operations of First Bus due to its proximity to their operations. Neighbour aspirations in respect of their quality of life related to environmental noise levels have already lead to multiple complaints regarding the unsocial hours operation of First Bus



and other commercial operations in the area and this can only be made worse by locating large numbers of residents immediately on an industrial site's boundary. This development will lead to action having to be taken against First Bus to achieve compliance with residents' statutory rights on quality of life and a resulting adverse impact on public transport services due to the curtailment of night time operations.

5. No attempt has been made to recognise and assess the health effects on residents of the proposed development from diesel particulate emissions from First Bus operations. Indeed, at the meeting between the developers and OACC, it was patently obvious that the developer was not even aware of the proven health risk resulting from the starting and slow running of commercial diesel engines. The high risk levels of vehicle emission pollution current in Aberdeen will be further increased for those young persons living in the immediate vicinity of a major source of particulate production and there is a moral, if not legal, duty placed on Aberdeen City Council to protect the resident from exposure which has a high risk of long-term health effects.

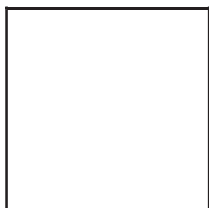
6. The current expansion of student accommodation local to the Old Aberdeen area, which a University of Aberdeen spokesperson made clear is not required to house their students, will inevitably lead to the development's use by students at other institutions, realistically RGU. As is already demonstrated by the existing pattern of accommodation in the immediate area of this development, the result will be additional passengers using public transport to access other institutions and increased pressure on the already stretched rush hour resources of Routes 1 & 2. This is in direct breach of Aberdeen City Council's own adopted guidance on student accessibility to their place of study.

I have limited myself to only some of the many reasons for objection to this development and I trust that Aberdeen City Council, through the Planning Management process, will refuse this application for the benefit of the area's existing residents, the potential residents of this unnecessary and undesirable block and tourists visiting Old Aberdeen.

Yours faithfully,

George A. Wood

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[www.avast.com](http://www.avast.com)

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This email has been sent from a virus-free computer protected by Avast.  
[www.avast.com](http://www.avast.com)

## Garry Watson

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**From:** Garry Watson  
**Sent:** 03 February 2016 10:37  
**To:** Garry Watson  
**Subject:** FW: Planning Comment for 151811

-----Original Message-----

From: [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk) [<mailto:webmaster@aberdeencity.gov.uk>]

Sent: 23 November 2015 16:59

To: PI

Subject: Planning Comment for 151811

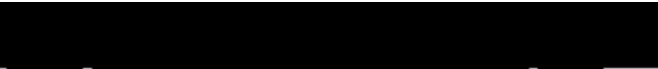
Comment for Planning Application 151811

Name : April Sutherland

Address : 52A Seaforth Road

ABERDEEN

AB24 5PH

  
Comment : I wish to make an objection to these plans in their current form due to the lack of parking. There are other blocks of student accommodation, closer to the city centre with parking provided, and the car parks are well used. To have NO parking is going to cause chaos for other residents in the area, where parking is already at a premium. Unless &quot;FREE&quot; resident only parking permits are provided to those already living in the area, this is not going to work. Nearby streets, including mine, are already used as a car park by First bus drivers and the police.

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## **PARKING**

Whilst it is commendable to encourage development where “green transport” can be used the reality is, that the size of this operation will require personnel to “service” it from outside the area and one must assume they will drive. This area is already used by people who work within Aberdeen City and Aberdeen University to park their cars and then walk to work as it is the closest “free” parking area to these locations. There is not a parking space to be found during normal working hours.

Whilst developers might like to assume students do not have cars the reality is (as a local resident knows) that many do have cars for various, sometimes necessary reasons. This is aptly demonstrated by the lack of local parking during term times and thus 3 parking spaces is not adequate for 202 students.

The planning authority cannot just ignore the pollution problems and the other issues highlighted above, and as such they have a statutory duty to refuse consent. I urge them to do so.

Yours sincerely



Jacinta Birchley

**Cc:**

**Cllr Nathan Morrison**

**Cllr Jean Morrison**

**Cllr Michael Hutchison**

**Lewis MacDonald MSP**

**Kirtsy Blackman MP**

**Kevin Stewart MSP**

**Old Aberdeen Community Council**



13 January 2010

Dear Sir

**Planning Application Number: 151811**  
**Land at St Peter Street / Kings Crescent, Aberdeen, AB24 5RP**

I write on behalf of the company in support of the above application and also to confirm our internal arrangements that will be in place to facilitate the development proceeding.

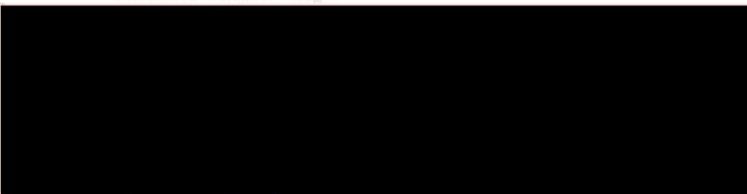
The site as you are aware is currently used as staff car parking and is accessed off Kings Crescent and Advocates Lane. It forms part of a larger complex which comprises our headquarters office building, bus depot and additional staff car parking. Access to the overall site can also be obtained from our main entrance off King Street.

There are currently 70 spaces on the application site and all of these spaces will be relocated within our main site. There will therefore be no loss of parking spaces. I trust this will provide reassurance to residents concerns that our staff parking would be displaced to local on street parking.

The disposal of this site will release capital to facilitate inward investment with no adverse impact on our headquarters or local business operations.

We have worked closely with Ardmuir to agree the visual, environmental and spatial impacts and are of the opinion that this is a positive development of the area.

Yours faithfully



Jayne Maclennan  
Group Director of Property



FirstGroup plc  
Registered in Scotland number 157176  
395 King Street, Aberdeen AB24 5RP

**Development Management**

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

Dear Sir,

**Re: Planning Application, Ref: 151811**

I refer to the above planning application which now shows the development of a 202 Bedroom Student Flat Complex.

I wish to **OBJECT** for the following reasons:-

- The area has an extremely dense purpose built student accommodation. Although I am aware that there is not an overprovision according to the current guidelines, there may be in accordance to 15% rule which may be applied shortly.
- There are 202 beds proposed with 2 disabled parking spaces for the residents. Based on the current numbers, more than 2% of students do have cars, thus the parking spaces proposed is nowhere near adequate.
- Road safety issues arising from increased pressure on parking. It is clearly evident that the current parking available at Kings Crescent and St Peter Street are at full capacity, with majority being student cars
- Loss of trees in this conservation area with no plans for replacement
- Overshadowing and shading by tall buildings (tunnel effect) and effect on the setting of other historic listed buildings (St Margarets Convent Chapel)
- Aberdeen University recently stated that there is now an Over Provision of student accommodation. Robert Gordons University have empty beds in their accommodation. Thus it is clear that the units may be empty and likely to be empty in future years based on the current development of other student accommodation in the vicinity.
- Effect on the Old Aberdeen Conservation Area. The blocks would face directly onto the conservation area and the aggressively modern design would damage its special character. Design materials, scale and colour not in keeping with the traditional surrounding granite buildings of Kings Crescent and Spital.

Yours faithfully



Address: 39 Kings Crescent, Aberdeen, AB24 3HP



**Development Management**

Planning and Sustainable Development  
Aberdeen City Council  
Business Hub 4, Marischal College  
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12/1/15

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Yours faithfully



*rali/16*

Address: *39 Kings Crescent, Aberdeen*

**Laura Davidson**

---

**From:** MembersSupport  
**Subject:** FW: scotty (Emailed consituent for more information (address))

**From:** Ian Leask [REDACTED]  
**Date:** 12 January 2016 21:40:15 GMT  
**To:** "jemorrison@aberdeencity.gov.uk" <jemorrison@aberdeencity.gov.uk>  
**Subject:** scotty

Dear Young lady, I am against the new building as it does n't fit into the area, we are Old Aberdeen the Granite City, the materials they want to us , is not suited for this area and there is little enough parking space as it is, and enough pollution coming from the buses as it is .  
Regards . Ian Leask/ Wilma Leask.

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# Agenda Item 1.2

## Planning Development Management Committee

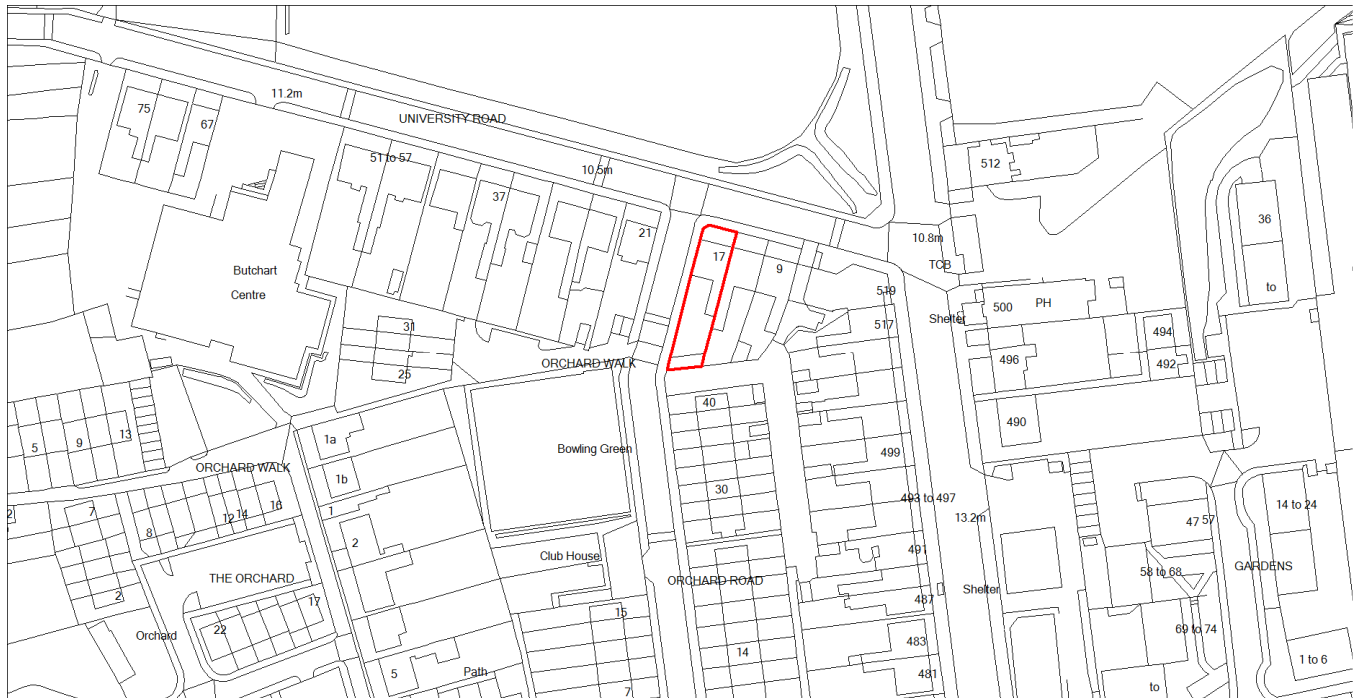
17 UNIVERSITY ROAD, ABERDEEN

SUBDIVISION AND ERECTION OF 3  
BEDROOM DWELLING.

For: Miss Kerry Clark

Application Type : Detailed Planning Permission  
Application Ref. : P151150  
Application Date: 21/07/2015  
Officer: Gavin Evans  
Ward : Tillydrone/Seaton/Old Aberdeen (J  
Noble/R Milne/R Grant)

Advert : Section 60/65 - Dev aff  
LB/CA  
Advertised on: 19/08/2015  
Committee Date: 11<sup>th</sup> February 2016  
Community Council : Comments



**RECOMMENDATION: Approve Conditionally**

## **DESCRIPTION**

The site comprises an existing end-terrace dwelling of traditional granite style, set within an elongated plot, located on the corner of University Road and Orchard Road. The site lies immediately to the west of King Street and to the south of the sports pitches which form part of Aberdeen University's King's College campus. A flat-roofed single garage sits on the southern boundary of the site, beyond which lies an unsurfaced rear lane. Following changes to its boundaries last year, the site now lies within the Old Aberdeen Conservation Area.

## **RELEVANT HISTORY**

No planning history of relevance.

## **PROPOSAL**

This application seeks detailed planning permission for the sub-division of the existing residential plot and the construction of a 1 ½ storey, pitched roof dwelling of contemporary design. The dwelling would front directly onto Orchard Road, with an off-street car parking space provided to the rear, accessed via the existing lane.

## **Supporting Documents**

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=151150>

On accepting the disclaimer, enter the application reference quoted on the first page of this report.

## **REASON FOR REFERRAL TO COMMITTEE**

The application has been referred to the Planning Development Management Committee because (i) the local Community Council has expressed its objection to the proposal; and (ii) more than 5 letters of objection have been received. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

## **CONSULTATIONS**

**Roads Development Management** – No objection. Note a shortfall of one car parking space from current standards, but recognises that the property would be entitled to two parking permits.

**Environmental Health** – No observations.

**Communities, Housing and Infrastructure (Flooding)** – No observations.

**Community Council** – Old Aberdeen Community Council states its objection to the application on the following grounds:

- The site lies within Old Aberdeen Conservation Area, though this has not been recognised by the applicant and therefore statutory notification has not been undertaken;
- Failure to comply with the Council's 'sub-division and redevelopment of residential curtilages' supplementary guidance;
- Queries the accuracy of density figures quoted in the submitted Design Statement;
- Poor visibility at vehicular access (based on original proposal, before amendment);
- Materials proposed are not appropriate for a conservation area or consistent with their surroundings;
- Inadequate garden retained by the donor property;
- Setting of a precedent for further curtilage splits in the area.

## **REPRESENTATIONS**

18 letters of representation have been received. The objections raised relate to the following matters –

- Development does not demonstrate due consideration for its context
- Overdevelopment of the site
- Garden areas are insufficient
- No public face to the street
- Would be harmful to the character of the Conservation Area
- Precedent for backland development
- Potential overlooking
- Potential for impact to tree within adjoining feu
- Loss of on-street parking due to new driveway
- Does not respect the building line on Orchard Street

## **PLANNING POLICY**

### **National Policy and Guidance**

#### Scottish Planning Policy (SPP)

#### Aberdeen City and Shire Strategic Development Plan (SDP)

Paragraph 3.9 recognises Aberdeen City as a strategic growth area and states a preference for development on brownfield sites.

Paragraph 3.20 emphasises the need for improvement of environmental quality and high quality design.

### **Aberdeen Local Development Plan**

Policy T2: Managing the Transport Impact of Development

Policy D1: Architecture and Placemaking



Policy D2: Design and Amenity  
Policy D3: Sustainable Travel  
Policy D5 - Built Heritage  
Policy H1 - Residential Areas  
Policy H3: Density  
Policy R2 - Degraded and Contaminated Land  
Policy R6 - Waste Management Requirements for New Development  
Policy R7: Low and Zero Carbon Buildings

### **Proposed Aberdeen Local Development Plan**

Policy D1 – Quality Placemaking by Design  
Policy T2 – Managing the Transport Impact of Development  
Policy T3 – Sustainable and Active Travel  
Policy H1 - Residential Areas  
Policy H3 – Density  
Policy D4 – Historic Environment  
Policy R6 - Waste Management Requirements for New Development  
Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency

### **Supplementary Guidance**

The Subdivision and Redevelopment of Residential Curtilages  
Transport and Accessibility  
Low and Zero Carbon Buildings

### **EVALUATION**

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a duty on planning authorities to preserve and enhance the character or appearance of conservation areas

#### **Principle**

The application site lies within a predominantly residential area, which is reflected in its 'H1 Residential' zoning the Aberdeen Local Development Plan (ALDP), where policy H1 shall apply. Within such areas, the principle of further residential development will be accepted, provided those criteria set out in policy H1 can be satisfied. These criteria are set out in the 'Planning Policy' section of this report, above.

The question of whether the proposal represents 'over-development' for the purposes of assessment against policy H1 will be addressed in the 'density' section of this report, below.

The proposal relates to the sub-division of an existing residential curtilage and so, for the purposes of assessment against policy H1 (Residential) of the ALDP, it is established that the proposal does not involve the loss of any open space as defined in the Aberdeen Open Space Audit 2010.

Policy H1 also requires that new development does not result in an unacceptable impact on the character or amenity of the surrounding area. The area surrounding the application site incorporates a degree of variety in the built form, with traditional granite properties of between 2 and 2.5 storeys, containing an upper and a lower flat, arranged along University Road; 2 storey terraced houses along the mid-section of Orchard Road; and stepping up to 3-storey tenements fronting onto Orchard Street. Properties on this section of King Street are generally of 2 or 2.5 storeys. The application site is located at a transitional point in the streetscape, with the donor property facing onto University Road and presenting a blank gable and granite rubble boundary wall to Orchard Street

### **Impact on Amenity**

The proposed new house would be sited in such a way as to present a clear 'public face' onto Orchard Street, with a private face onto its enclosed garden grounds. Provision for off-street car parking would be made to the rear of the house, accessed via the existing rear lane. With respect to privacy, the proposed new dwelling is appropriately enclosed in order that ground floor windows would not result in a loss of privacy to adjacent premises. At first-floor level, the internal layout has been arranged in order that the main windows will front onto Orchard Street, with a single bedroom window in the south-facing gable, which is adequately separated from adjacent properties by the rear lane. There would be 2 no rooflights in the eastern slope of the roof, however these are both to non-habitable rooms. Taking account of these points, it is considered that there would be no adverse impact on privacy as a result of the proposal, nor would the privacy of existing rear gardens be affected, as required by the Council's supplementary guidance on the Sub-division and Redevelopment of Residential Curtilages.

The separation between the dwellings is considered sufficient to ensure that new and existing houses will be afforded good levels of daylight and sunlight, with no undue obstruction. The reorientation of the house has allowed for it to be brought off the boundary with 11/13 University Road, and its impact has been significantly reduced as a result.

Whilst there would be a reduction in the available garden grounds of the donor property, it would nevertheless retain an adequate area of private amenity space. The arrangement of the new property and its garden differs from the standard suburban front and rear garden envisaged by the Council's supplementary guidance, however a single block of useable and private garden would be made available, along with a smaller sun-terrace formed off the southern elevation to take advantage of its aspect. Whilst this arrangement differs from the prescriptive format of the supplementary guidance, it would nevertheless achieve a good

standard of provision and result in a dwelling with an appropriate frontage to the street.

### **Density**

As noted in the 'principle' section of this report, the local area is characterised by a range of different residential built forms. The current plot of 17 University Road is larger than its neighbours to the east, due to the angle of the rear lane. The Design Statement submitted by the applicant highlights that plot coverage in the surrounding area is generally at or above the 33% suggested by the Council's Supplementary Guidance, reflecting its built-up nature. Sub-division of the plot in the manner proposed would result in the existing property being afforded a smaller plot of 222sqm, with plot coverage of 56%, whilst the new dwelling would enjoy a plot of 140sqm, with plot coverage of 43%. There is a degree of variation in plot coverages in the immediately surrounding area, however these fall within the higher end of that range, and are considered to be generally representative of the area. On that basis, and having regard to the degree of separation between the new dwelling and its nearest neighbours, it is considered that the siting of a new house in this location would not appear unduly confined and that an appropriate density of development has been achieved, in accordance with policy H3 (Density) of the ALDP.

It should be noted that consideration of the more complex relationship between the proposed new house, its associated curtilage and the surrounding buildings and spaces is given in later sections of this report.

### **Design and context**

The Council's adopted Supplementary Guidance on 'The Sub-division and Redevelopment of Residential Curtilages' sets out key considerations in the assessment of development proposals of this type. It notes that the construction of new dwellings within established areas will affect the overall density and pattern of development in the surrounding area, and that the acceptability of proposals will be dependent on the general form of development in the locality. Consideration must be given to the effect the dwelling may have on the character of the area formed by the intricate relationship between buildings and their surrounding spaces created by gardens and other features.

The frontage of the proposed dwelling is directly onto Orchard Street, and follows the line formed by the gable 15/17 University Road and its boundary wall. This sits forward of the more formal building line formed by the terraced dwellings to the south, however the existing garage establishes the presence of a structure at this point, and the rear lane serves to separate the application site from the adjacent terraces, which read as a different section of the street. On that basis, it is considered that the siting of this dwelling demonstrates due regard for its context and would not appear incongruous or uncharacteristic in the local context.

The design of the proposed new house is clearly influenced by the proportions of the site with its internal layout arranged so as to avoid overlooking or loss of privacy. The single off-street car parking space serves to separate the dwelling



from the adjacent plot, reducing the impact of the proposal as a result. At ground floor level, the layout would allow for a pleasant outlook over the private garden, with the bathroom and stair positioned closest to the northern boundary (and adjacent pavement), which serves to distance habitable rooms from potential noise.

In addition to being positioned abutting the pavement, which is considered appropriate in this context, the new dwelling would be relatively close to its southern and western boundaries. As this row of properties (onto University Road) is served by long gardens with garages accessed via a rear lane, the lane itself serves to separate the dwelling from the terraces to the south, whilst the siting of a structure at the rear of the feu is consistent with the siting of existing garages, and therefore the relationship with the property at 15/17 is not significantly altered. The size and scale of this dwelling are consistent with its context, and whilst contemporary materials are utilised, this would complement rather than clash with the surrounding granite buildings. Again, the degree of separation from its immediate neighbours is such that the new building would not appear incongruous in relation to its immediate surroundings.

Separate from the siting of the house in relation to its surroundings is the design and finish of the house itself. The site lies within a character area described in the Old Aberdeen Conservation Area Character Appraisal as being typified by a wide range of architecture, with no one overriding typical built form. The proposed dwelling's design is based on a modest 1.5-storey, pitched roof form, with dormer windows of contemporary detailing on its front/western elevation. The dwelling is essentially a contemporary building which uses traditional design cues. The use of a grey brick and zinc cladding does not seek to mimic a traditional building, but is considered to be an appropriate contemporary response to the site's context, consistent with policy D1 (Architecture and Placemaking) of the ALDP.

### **Amenity Afforded to Occupants of Proposed Development**

It is considered that residents of the proposed new dwelling would be afforded adequate privacy, that the new house would present an appropriate frontage to the street, and that a private face would open onto an area of private garden ground, as required by policy D2 (Design and Amenity) of the Aberdeen Local Development Plan.

### **Traffic Impacts, Access Arrangements and Car Parking**

The proposed development provides a single off-street car parking space to the front of the new dwelling. The Council's Roads Projects team have accepted this level of provision, and stated no objection to the proposal. This demonstrates accordance with policy T2 (Managing the Transport Impact of Development) and the associated Transport and Accessibility supplementary guidance.

### **'Low and Zero Carbon Buildings' Supplementary Guidance**

The Council's supplementary planning guidance 'Low and Zero Carbon Buildings' is a relevant material consideration. No details of the incorporation of Low and Zero Carbon generating technologies have been provided in support of the application, and it will therefore be necessary to attach a condition to any

consent in order to obtain such details and to ensure installation of equipment prior to occupation, should members resolve to approve the application.

### **Proposed Aberdeen Local Development Plan**

The Proposed ALDP was approved for submission for Examination by Scottish Ministers at the meeting of the Communities, Housing and Infrastructure Committee of 27 October 2015. It constitutes the Council's settled view as to what should be the content of the final adopted ALDP and is now a material consideration in the determination of planning applications, along with the adopted ALDP. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether:

- these matters have been subject to representation and are regarded as unresolved issues to be determined at the Examination; and
- the relevance of these matters to the application under consideration.

Policies and proposals which have not been subject to objection will not be considered at Examination. In such instances, they are likely to be carried forward for adoption. Such cases can be regarded as having greater material weight than those issues subject to Examination. The foregoing can only be assessed on a case by case basis.

In relation to this particular application, policies relating to design, residential areas and others of relevance to the proposal have not been subject to fundamental change, however there remain unresolved issues which may lead to further change in applicable policies, with the weight that those policies can be afforded diminished as a result. The site remains allocated within a residential area, where residential development is supported in principle, and it is not considered that the Proposed Plan raises any material considerations warranting determination other than in accordance with the extant Aberdeen Local Development Plan.

### **Matters raised in representations and by Community Council**

The issues raised in relation to: car parking and access; scale, density and form of development; impact on the Old Aberdeen Conservation Area; and impact on existing amenity are addressed in the preceding sections of this report. Notwithstanding the content of the submitted design statement, it is acknowledged that the site now lies within Old Aberdeen Conservation Area, and the planning authority's assessment has been undertaken accordingly. Concerns relating to visibility at the proposed driveway were based on the original proposal, which has since been amended to include a parking space accessed off the existing lane, which is to the satisfaction of Roads Development Management colleagues. As regards the setting of a precedent for curtilage splits, it is a well-established principle of the planning system that each application will be considered on its own merits. Privacy concerns expressed in representations also relate to the original scheme, and it is considered that the revised proposal addresses those issues. The presence of a tree in the adjoining feu is noted, however the extent of encroachment into its root protection area is not considered to be excessive or to require its removal.

## **Conclusion**

It is concluded that, though the proposed development differs in some regards from that which is envisaged by the relevant supplementary guidance document, it would nevertheless provide the requisite standard of amenity for prospective residents, with access to an enclosed private garden of a size consistent with its urban setting. The proposed dwelling would not result in any undue adverse impact on the amenity afforded to existing dwellings and, whilst of a contemporary design, has been sensitively detailed and proportioned so as to make a positive addition to its context. In summary, it is considered that the proposal demonstrates its compliance with the relevant provisions of the Development Plan, and no material considerations have been identified that would warrant its refusal.

## **RECOMMENDATION**

### **Approve Conditionally**

## **REASONS FOR RECOMMENDATION**

The proposal demonstrates due regard for its context, and makes a positive contribution to its setting, as required by policy D1 (Architecture and Placemaking) of the Aberdeen Local Development Plan (ALDP). The use would not result in any undue conflict with the adjacent land use and amenity, and represents an appropriate density of development in this urban location, as required by policies H1 (Residential Areas) and H3 (Density) of the ALDP respectively. The development makes appropriate provision for off-street car parking, along with appropriate means of access, as required by policy T2 (Managing the Transport Impact of Development) and the associated 'Transport and Accessibility' supplementary guidance. The site is highly accessible by sustainable means of travel, in accordance with policy D3 (Sustainable and Active Travel). An appropriate level of amenity would be created for residents of the development, as stated in policy D2 (Design and Amenity) of the ALDP, and compliance with policy R7 (Low and Zero Carbon Building) of the ALDP and the associated supplementary guidance can be secured through condition. No material considerations, including the issues raised in representations or the content of the Proposed Aberdeen Local Development Plan, have been identified which warrant determination other than in accordance with the Development Plan.

## **CONDITIONS**

It is recommended that approval is given subject to the following conditions:-

(1) that the dwellinghouse hereby approved shall not be occupied unless provision has been made within the site for the off-street parking of motor vehicles in complete accordance with Plan No. 1786-PL002-revD or such other scheme as may be subsequently approved in writing by the planning authority - in the interests of road safety, the free flow of traffic and visual amenity.



(2) that the building hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(3) that no development pursuant to this planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the Planning Authority, a detailed scheme of site and plot boundary enclosures for the entire development hereby granted planning permission. The dwelling hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety - in order to preserve the amenity of the neighbourhood.

(4) that no development shall take place unless a scheme of all drainage works designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to and approved in writing by the Planning Authority and thereafter no part of the development shall be occupied unless the drainage has been installed in complete accordance with the said scheme - in order to safeguard water qualities in adjacent watercourses and to ensure that the development can be adequately drained.

## **INFORMATIVE**

It is recommended that no construction or demolition work take place:

- (a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;
- (b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or
- (c) at any time on Sundays, except (on all days) for works inaudible outwith the application site boundary - in the interests of residential amenity and preventing noise nuisance.

# OLD ABERDEEN COMMUNITY COUNCIL

Development Management  
Enterprise, Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4, Marischal College  
Broad Street  
ABERDEEN  
AB10 1AB

11<sup>th</sup> August 2015

Dear Sir,

Application No. P.151150 – 17 University Road, Aberdeen AB24 3DQ

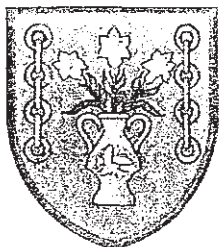
Old Aberdeen Community Council wishes to lodge an objection to the above application on the following grounds: -

1. The application relates to premises within the current boundaries of the Old Aberdeen Conservation Zone, despite claims to the contrary by the applicant.  
As such, the application should have gone through the formal process of notification and this does not appear to have been carried out.
2. The proposal breaches many of the topics in Aberdeen City Council's policy document "*Supplementary Guidance Topic: The sub-division and redevelopment of residential curtilages March 2012*", but in particular in the following specifics: -
  - 2.1 5.2 The density figures contained in the "Design Brief" are spurious, the build density for both the existing and proposed dwelling after sub-division are approximately 60%, grossly exceeding the local figures given in the table.
  - 2.2 7.3 The proposed vehicular access design gives very poor sightlines for both pedestrians and drivers and will create a traffic and pedestrian hazard.
  - 2.3 4.1 The materials are not complimentary to a predominantly granite conservation area.
  - 2.4 5.1 The design and materials proposed for the new dwelling fail to address the area's character in a sympathetic manner.
  - 2.5 3.7 The proposal would leave no exclusive garden ground for Nos. 15 and 17 University Road.
  - 2.6 8.1 Permitting this application would set a precedent for similar developments, the cumulative effect of which would have a harmful effect on the character and amenity of the area.

In view of the failure to recognise that the site lies within the Conservation Area and the multiple breaches of Aberdeen City Council planning guidance, we ask that the application be refused.

Yours sincerely,

George A. Wood  
Planning Liaison.  
For and on behalf of Old Aberdeen Community Council.



Planning Dept  
Aberdeen City Council  
Marischal College  
Aberdeen

11 Greenbrae Crescent  
Denmore  
Bridge of Don  
AB23 8LH  
11th Sept 2015

Dear Sirs,

**17, University Road, Old Aberdeen**  
**Conservation Area No.1**

**Proposed sub-division of residential curtilage and erection of new**  
**3-bedroomed dwellinghouse in the garden**

The Society wishes to register its objection to this proposal on the following grounds:-

**The proposal is contrary to Policy D1 of the Local Development Plan**, which states that:-

*"new development must be designed with due consideration for its context and make a positive contribution to its setting"*

The development proposed has no consideration for its context, being constructed of materials alien to the area; being oriented out of alignment with the houses in the rest of Orchard Road; and being out of proportion to the very limited space in which it sits. It does not respect the pattern of development of either University Road or Orchard Road, and does not leave sufficient space around it for gardens appropriate in size for either the new building or No.17 itself.

**It is contrary to Policy D2, also**, in that:-

It does not have a public face to the street.

The "sitting-out areas" are inadequate and not in any way private, being adjacent to the main road.

**It is contrary to Policy D5**, which protects Conservation Areas, because it does not comply with Scottish Planning Policy, which requires that new development proposals in these areas:-

*"should preserve or enhance the character of the Conservation area"*

The current proposal neither preserves nor enhances, as it radically alters the character of this corner of the Conservation Area, and, in its strident, modern design, largely blank walls, and entirely inappropriate materials, is severely detrimental to the character and appearance of the area.

It is a matter of concern that the applicant was not aware that this house and garden was or was to be situated within the Old Aberdeen Conservation Area, and that the planners with whom he had discussed the application prior to submission, had seemingly not informed him of this.

It is contrary to Policy H1 in that:-

It constitutes overdevelopment, representing well over the permitted percentage of existing ground.

It has a severely detrimental impact on the character and amenity of the surrounding area, not only in its design, but also in its impact on parking provision. The proposal would remove the garage which was built to serve the existing house at No.17, and would not provide the required number of spaces for the new house. In addition, there is potential for the new owners to acquire parking permits; all of which could, together, exacerbate the ongoing parking problems in this area

It is contrary to the City Council's Supplementary Guidance on Curtilage Splits in that:-

It has neither a public face to the street, nor sufficiently private garden ground

It has no respect for the established pattern of development and density levels in the locality

On-site parking requirements are not met for either the existing or new dwelling

#### Precedent

Backland development of this sort sets an undesirable precedent, whereby further such dwellings could be difficult to refuse, resulting in the loss of the established character and building line of the area.

For the foregoing reasons, we believe that the application for the proposed development should be refused.

Yours faithfully,



10/10/12

Dear Sir or Madam,

Planning Application, 15150-17. University Road,  
Subdivision and erection of a three bedroom dwelling.

I wish to object to the above application for  
the following reasons,

- 1) The negative visual impact this will have in  
a conservation area.
- 2) The proposed parking area risks being  
a danger to pedestrians and road traffic  
due to the limited view they will have.
- 3) The privacy of residents in close proximity  
to the new proposed house.

Yours Sincerely

GORDON WILSON  
9 ORCHARD ROAD  
ABERDEEN  
AB24 3DP

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# OBJECTION

Anne Simpson  
220 Deeside Gardens  
Mannofield Aberdeen AB15 7PS

9 August 2015

Development Management  
Planning and Sustainable Development  
Aberdeen City Council  
Business Hub 4 - Marischal College  
Broad Street  
Aberdeen AB10 1AB

Dear Sirs

## **Anent Planning Application 151150 - 17 University Road - Subdivision and erection of 3 bedroom dwelling**

I'm writing to object and present objections to the above application. I have studied Tinto's pdf document and I know the site well. Very well in fact. I write as a former co-owner of both 17 University Road and for a few years 15 University Road. I lived in 17 University Road from late 1979 until January 2003.

I've several points to raise concerning the above application.

### **1. Visual Impact and Inappropriate Design in Aberdeen's premier Conservation Area**

It may be argued that visual impact is a subjective term. Everyone will, after all, have different ideas as to what is attractive, and what is not.

Discordant, distracting, dismal the proposed dwelling will introduce a significant and adverse change to the visual impact of the area. Its form, its scale, its structure is incongruous, intense and incompatible with the established visual character of the largely terraced, existing dwellings in University Road, Orchard Road, Orchard Walk, King Street and their environs.

The dwelling's inappropriate roofline, its texture, its zinc cladding would contrast noticeably and unfavourably with the traditional housing of the area. The absence of the use of granite in a Conservation Area designated as 'outstanding' 47 years ago is regrettable. The granite facing used in the construction of the double flatted property 19 and 21 University Road (completed c.1973) once graced the Press and Journal's building in Broad Street. Granite is a material which can be reused.

The proposed dwelling is not 'eye-sweet'.

### **2. Alignment of the 'dwelling' with other properties**

The proposed 'gable-ended' dwelling is totally out of keeping with the existing building line.

Its proposed front garden is barely worthy of such a designation. It is unacceptable that the height of the wall which will be built to separate the new build from the existing shared drying green and herbaceous borders of number 15 University Road, has not detailed. The garden ground on which the proposed 'dwelling' is due to be built is not a rectangle rather it's a funnel shape. The dwelling and persons living therein will be cramped.

The site is too narrow to make a comfortable dwelling-house, though I note the application is for a dwelling. A dwelling is merely a shelter so it's a 'Silly Putty' word which can be stretched and moulded and restricted and remoulded to suit given circumstances, moods and objectives. My understanding of dwelling might well differ from those of others. Perhaps the phrase single family dwelling-house would be a more appropriate designation. After all a couple want to live in it, so surely their plans are for a single family dwelling-house.

Fronting Orchard Road the main door should meet the street in keeping with most of the properties in the area.

### **3. Access and parking**

Metered parking is a relatively new introduction to University Road and Orchard Road and its environs. Even so, there are still considerable parking problems in the area especially during University term and match days at Pittodrie. The applicant and his architects haven't made it clear how many metered parking spaces will need to be sacrificed in order to fulfill Mr McHoug's desire to build his 'dwelling'. What will be the loss in revenue to the City Council? If successful, will the applicant pay for the loss of revenue to the town on an annual basis?

### **4. Traffic and Road Safety**

There are potential safety hazards in the proposal. The proposed 'driveway/car run-in' is narrow. There is parking allowed (and metered) on the opposite side of Orchard Road from the applicant's new 'dropped curb' on icy and wet days, access would be challenging and may be deemed unacceptable. Parked cars, vans and sometimes buses in Orchard Road will provide a challenge as a user exits the run-in. Visibility will be impaired for road users and pedestrians as the walls hide the drive from view. 'There must be adequate visibility provided' states Aberdeen City Council policy and there won't be adequate visibility.

Also is the proposed driveway/car run-in less than 15 metres (50 feet) from University Road?

Orchard Road and University Road have been well known 'rat runs' for decades. This is not new. I would also draw the committee's attention to one simple fact of local street layout. Orchard Road doglegs at the back lane and existing garage at number 17. Drivers who park their cars in front of the existing garage facing northwards and then proceed to drive off in that direction are reckless. Reckless because it is a blind bend. You cannot see cars coming up Orchard Road from Orchard Street. Some come at speed. Although the proposed new 'dropped kerb' is a step or two from the dogleg, the combination of university term traffic, rat runners, lorry drivers (and others) beating the new set of lights at Orchard Road, etc, a 'drive' so close the junction with University Road, and the dogleg is a traffic hazard.

### **5. Overdevelopment in Aberdeen's premier Conservation area**

Conservation Areas are safeguarded in a number of ways including the space between buildings. The proposed development is a grand example of 'garden grabbing' overdevelopment.

The proposed property doesn't fit the scale or proportion of the existing terraced properties. Where is the nearest detached single family dwelling to that proposed for the back garden of 17 University Road? There are a few in Orchard Place on the other side of the Bowling Green all pre first World War. No zinc, no talk of palletes, no brick finish there. Good traditional building approaches including at least one with surviving 'frog's eye' dormer windows. The 'exciting' 'dwelling' of zinc and brick will be a bit of a Billy No-Mates. The development would stand out for all the wrong reasons for there are no other detached houses nearby.

With the proposed 'dwelling' there is precious little amenity space left for the residents of of 17 University Road and the lower ground floor flat at Number 15 - merely a shared common drying green and a few herbaceous borders or at least what remains of the drying green and herbaceous borders. The architects have ensured that the 'dwelling' will have little amenity space. The construction of the dwelling will ensure that the current owner of number 15 and any future owner of number 17 will be left with only a minute and less than proportionate amount of garden ground.

in an area of high density building, more of the finest garden soil in the whole of Aberdeen will be lost under the proposed development.

By providing a car parking space for the new dwelling, there will be a need to knock down a portion of a traditional stone wall.

By its mere proximity the new development will also impact on the privacy of the residents of number 15 and number 17 University Road. And for that matter vice versa. Being overlooked is not the sole privacy issue. Visual intrusion is a privacy issue. So is noise, territory, possessions, relations with neighbours, the right to be left alone.

Overdevelopment harms an area's visual appeal, harms its character, and damages its human ecosystem as well as natural biodiversity. Overdevelopment invariably means decline.

### A few comments on Tinto's document

Page	Comments
2	The applicant and his partner are seeking to relocate to Aberdeen and are now looking to 'develop' 17 University Road. Surely they are seeking to develop the garden ground of 17 University Road, not the existing upper flat. I assume he is the owner of 17 University Road.
2	Site location. The site sits in in own curtilage? How do you define curtilage? It's used in Scots legal documents, but it was an originally an English term from the middle ages which over several centuries has crept into Scots usage. It's a term which might be open to ambiguity. Perhaps substitute with a phrase such as 'the associated area' or simply 'plot'. There is no mention of 15 University Road, the solum, the presumed shared drying green, the shared paths, two outbuildings only one of which is owned by the owner 17 University Road.
2	And for the avoidance of doubt is not nor ever has been a public lane. It's a private lane owned jointly and severally by the coterminous proprietors. For that reason, perhaps, it's never been tarmaced over.
3	Site Appraisal. Incorrect information. Number 17 University is now - after many decades of planning - is in the Conservation Area. And the present application post dates the period of its being taken into the Conservation Area.
4	The list 1.) King's College Playing <b>Field</b> - not park 2.) Number 11 University Road is actually a three flatted property, though, of course, it was not originally designed that way. 3.) Terraced Flats is the more apt term perhaps. Terraced houses are designed for single use family dwellings. A dwelling house furthermore does not contain one or more flats. It is a single family dwelling-house which is the subject of this present application, though it is not described as such in Tinto's documents. 4.) Where is number four? 5.) Access lane owned by the coterminous proprietors 6.) That is correct. 7.) Which of course could be used by the present owner, residents of 17 University Road or be sold or be rented out. 8.) It's only flat and overgrown because of recent neglect. It's not a brownfield site. 9.) That is correct. 10.) The sun-path. The occupiers of 15 University Road and I believe also number 17 will be overshadowed by the dwelling house As will the gardens 13 and 11 and 19 and 21 University Road
7	At the back of number 17 there may some UVPC windows, there are at least two Velux windows at the back of the property and wooden windows at the front of the property. I'd call the properties 15 and 17 University a ground flat and a double upper flat. I find the reference to 2.5 storeys odd.
8	What the the screen grab from the September 2014 Google Street View doesn't show are cars parked on the other side of Orchard Road.
9	The solution to 'overgrown garden area' is to look after it so it doesn't become overgrown. Simple
14	Relationship of proposed dwelling and neighbouring tree. The blob behind the drawing of the proposed dwelling represents a sycamore tree. That tree is far higher than the blob would suggest. The blob is not to scale. Will the building of the dwelling not give rise to a significant severance of the root system of the sycamore? The sycamore in question is in the garden of Numbers 11, 11a and 13 University Road. It's very very large mature tree. And so by the order of things must its root system be. The sycamore shades quite a bit of the area. Surely there's a safety feature to be thought about in placing a 'dwelling' so recklessly near such a large tree.



Page	Comments
20	Bin Store. Aberdeen City Council is in the process of changing its approach to recycling. I gather a third bin is promised. Is there enough room for three bins?
21	I do think that the height of the proposed dwelling will have a detrimental impact on the people living in both flats. And it will certainly cast a shadow on neighbouring properties. It will cast a shadow and by casting a shadow, that area of garden ground is cooler. It will cast a shadow on the properties at 11, 11a, and 13 University Road and may well cast a shadow in the morning over the gardens of numbers 19 and 21 Univeristy Road. By being built in the back garden of 17 University Road the residents of number 15 will certainly be 'hemmed in' as the new 'dwelling' will certainly overshadow number 15.

Who is the 'donor proprietor'?

Zinc might well be the darling metal of the moment for architects all over the globe, it is not however a traditional house cladding material in Aberdeen and is unsuitable for use in what is and might well remain Aberdeen's premier Conservation Area. The proposed dwelling will do nothing to enhance the Conservation Area of Old Aberdeen - merely detract from it.

### In conclusion

By its size and siting, the proposed dwelling represents overdevelopment in what is Aberdeen's premier Conservation Area. Its use of modern materials such as its much trumpeted zinc cladding is unsympathetic to the character of the neighbouring community. It would be obtrusive amongst the primarily granite and granite clad properties. The dwelling would do nothing to add to the visual character and amenity of the area.

It's out of keeping with the building line in Orchard Road and much of University Road.

It should be referred to as a single family dwelling, not with the sole and slightly ambiguous word dwelling. We need to be clear on what we are objecting about.

The garden is unsuitable for a domestic dwelling because of its size and funneled shape. And the proposed dwelling will have a detrimental impact on neighbouring properties including overshadowing.

Another important concern is the dogleg and the potential traffic problems and the proposed dwelling's means of access. Orchard Road and University Road are busy with university related traffic, match day traffic and rat runners. Not forgetting local residents. The siting of a drive bang on Orchard Road and between the unimproved back lane and University Road is simply not safe. Unlike the present garage with its double yellow lines, drivers using the the proposed 'run-in' will be entering and exiting in an area often surrounded by parked cars, vans and indeed at times buses. Pedestrians, especially those with limited mobility or eyesight may well be put at risk. Drivers don't tend to see pedestrians all that much.

Metered parking spaces will be lost to the local community and revenue will be lost to Aberdeen City Council.

There is a clear and present danger of accretion here: what starts out as one garden build/grab rapidly becomes a 'major' problem threatening the special qualities of Old Aberdeen and its environs. This may set a dangerous precedent.

We need to **avoid** more urban cramming especially in an area of the city which is no stranger to the concept.

I hereby request that this letter be placed **in full** before the relevant Planning Committee meeting.

11 University Road  
Aberdeen  
AB24 3DQ

14 August 2015

Dear Sir or Madam,

*NOTE: While I am happy to inform Aberdeen City Council of my name and address, I do not wish this to be available to the public if they access the Councillors appropriate meeting agenda documents and request that you redact this information prior to compiling the report.*

**Planning application 151150 – 17 University Road;  
Subdivision and erection of 3 bedroom dwelling**

I wish to object to the above planning application for the following five main reasons:

1. Non-compliance with Supplementary Guidance: The Sub-division and Redevelopment of Residential Curtilages.

The above Guidance document recommends a maximum building density of 33% of curtilage. The Applicant's Design Statement advises that numbers 15 & 17 already take up 42% of curtilage.

Through scaling up of the drawings within the Design Statement, I estimate the density would increase to approximately 64% of curtilage, which is vastly in excess of the Guidance document and leaves an area of approx 134m<sup>2</sup> of garden to be shared between three properties. In addition, about a third of this is the front garden area, effectively unavailable for sitting or recreational use..

2. Overdevelopment.

The density of development in the Orchard area is already high, as shown on the applicants Design Statement (section 2.1 on p.4). This development would create a precedent that, if followed, would destroy much of the greenspace available to tenants, contrary to paragraph 6.2 of the above noted Supplementary Guidance. Green spec has been shown to be vitally important for both physical and mental health.

3. Negative visual impact within a conservation area.

Contrary to the Applicant's Design Statement, the property lies within the Old Aberdeen Conservation Area. The proposed building is highly intrusive as it extends right up to the Orchard Road boundary pavement and the style, and is too high, as already commented upon by the planners.

The building does not reflect the character and architecture of the building in the immediate locale of the conservation area.

4. Negative effect upon parking.

The proposal offers one parking space for three multiple bedroom properties. This does not appear to be in compliance with current standards. In addition, the location of the proposed garage will reduce the current on-road CPZ designated area by one car length, causing further pressure on local parking.

5. Non-compliance with Supplementary Guidance: Privacy.

The distance between the south facing windows of the proposed development and the front door and lobby window of No 40 Orchard Road will be approximately 9.5m, with a lateral offset of 6.8m and angular offset of 23 degrees, but with the upper storey of the new development physically overlooking no 40. I believe this is not in compliance with the data provided in Appendix 1 of the Supplementary Guidance.

In addition, I believe that the proposed new building makes the structure highly intrusive and offers an overbearing aspect to the adjacent garden at number 11 University Road.

The proposed parking bay will inevitably be accessed nose first. This means the driver will have to reverse out of the parking bay across a pavement, blind, into any on-coming traffic. As the parking bay is on the apex of a convex bend, the driver will have extremely limited view of the road until well out into the traffic stream. This is contrary to paragraph 7.3 of the above noted Supplementary Guidance.

Yours sincerely

Mrs Lorna Dawson  
(Lorna.dawson@hutton.ac.uk)

P&SD Letters of Representation		
Application Number: 151150		
RECEIVED 17 AUG 2015		
Nor <input checked="" type="checkbox"/>	Sou <input type="checkbox"/>	MAp <input type="checkbox"/>
Case Officer Initials: CEE		
Date Acknowledged: 17/08/2015		

PI

**From:**  
**Sent:** 13 August 2015 20:05  
**To:** PI  
**Subject:** Objection to Planning application 151150 – 17 University Road; Subdivision and erection of 3 bedroom dwelling

Paul Foy  
5 Orchard Walk  
Aberdeen  
AB24 3DT

13<sup>th</sup> August 2015

Dear Sir or Madam,

**Planning application 151150 – 17 University Road;  
Subdivision and erection of 3 bedroom dwelling**

I wish to object to the above planning application for the following reasons:

Non-compliance with Supplementary Guidance: The Sub-division and Redevelopment of Residential Curtilages  
The above Guidance document recommends a maximum building density of 33% of curtilage. The Applicant's Design Statement advises that nos. 15 & 17 already take up 42% of curtilage.  
By scaling from the drawings within the Design Statement, I estimate the density would increase to approximately 64% of curtilage, wildly in excess of the Guidance document and leaving some 134m<sup>2</sup> of garden to be shared between three properties, though about a third of this is the front garden area, effectively unavailable for relaxation.

Negative visual impact within a conservation area.

Contrary to the Applicant's Design Statement, the property lies within the Old Aberdeen Conservation Area. The proposed building is highly intrusive as it extends right up to the Orchard Road boundary pavement and the style, somewhat reminiscent of an aluminium prefab shed, does not sit easily within the Victorian context of the street. The building does not reflect the prevailing character and architecture of the building in the immediate locale of the conservation area and uses materials alien to the area.

Overdevelopment

The density of development in the Orchard area is already high, as shown on the applicants Design Statement (section 2.1 on p.4). This development would create a terrible precedent that, if acted upon by other landlords, would destroy much of the greenspace available to tenants, contrary to paragraph 6.2 of the above noted Supplementary Guidance.

Negative effect upon parking

The proposal offers one parking space for three multiple bedroom properties; clearly not in compliance with current standards. Further, the location of the proposed garage will reduce the current on-road CPZ designated area by one car length, causing further pressure on local parking.

Non-compliance with Supplementary Guidance: Privacy

The distance between the south facing windows of the proposed development and the front door and lobby window of No 40 Orchard Road will be approximately 9.5m, with a lateral offset of 6.8m and angular offset of 23 degrees, but with the upper storey of the new development physically overlooking no 40. We believe this is not in compliance with the data provided in Appendix 1 of the Supplementary Guidance.

I would also like to bring the following issues to your attention, each of which forms, I believe, a valid reason to object to this application:-

Failure to align with the properties along Orchard Road

The proposed new building has maintained an alignment with the gable end of 15/17 University Rd. This makes the structure highly intrusive and offers an overbearing aspect to the adjacent homes on Orchard Road.

Unsafe parking bay



The proposed parking bay will inevitably be accessed nose first by its user. This means the driver will have to reverse out of the parking bay across a pavement, blind, into any on-coming traffic. As the parking bay is on the apex of a convex bend, the driver will have extremely limited view of the road until well out into the traffic stream. This is contrary to paragraph 7.3 of the above noted Supplementary Guidance.

Possible loss of a mature tree

The proposal is within 2 metres of a mature Sycamore and will likely result in substantial root damage to this tree. Sketch proposal 3.6 (page 21) illustrates the extreme proximity and unrealistic contact with the structure which is highly unlikely to be maintained without structural damage to the tree, if not the proposed dwelling.

Rainwater run-off

The proposal does not provide adequate resolution for rainwater disposal, contrary to Scottish Building Standards 2013, Technical Handbook - Domestic, paragraph 3.6.

Yours sincerely

Mr. Paul Foy

P&SD Letters of Representation		
Application Number: 151150		
RECEIVED 14 AUG 2015		
Nor <input checked="" type="checkbox"/>	Sou	MAp
Case Officer Initials: CEE		
Date Acknowledged: 14/08/2015		

33 University Road  
Aberdeen  
AB24 3DR

12 August 2015

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

Dear Sirs

**PLANNING APPLICATION 151150 – 17 University Road, Aberdeen – Subdivision and erection of a 3 bedroom dwelling**

I would like to OBJECT to the application on the grounds that it is not in keeping with the area. At present, at both sides at the University Road end of Orchard Road there are gardens and a small single storey garage at the end of the gardens. To put up a large two storey property at one side of the road will make it look lopsided. All the other properties on the road have a garden at the front, with the properties starting at the same recessed point up to the top of the road at Orchard Street end. It will stick out like a sore thumb.

Yours faithfully

PI

**From:**  
**Sent:** 11 August 2015 22:24  
**To:** PI  
**Subject:** Planning application 151150- 17 University Rd

Planning application 151150 - 17 University Rd - Subdivision and erection of 3 bedroom dwelling

Dear Sir,

I object strongly to the above planning application for the following reasons:-

- 1) In an area of older style granite houses, this building would look totally out of place. The metal used in the majority of the outside is reminiscent of a corrugated iron outbuilding and would spoil the look and feel of the historic area of Old Aberdeen.
- 2) It will reduce the number of parking spaces on Orchard Rd due to the entry to private parking area beside the building.
- 3) Because of the dog leg bend in that part of Orchard Rd, it could obstruct the view of cars exiting the lane behind 17 University Rd and of cars coming up Orchard Rd from University Rd.
- 4) it could set a precedent for more outlandish buildings to be granted planning permission which would spoil the residential lovely area of Orchard Rd/ Old Aberdeen.

Yours sincerely,

L. McLean,  
3 Orchard Rd,  
Aberdeen.

Sent from my iPad

From: webmaster@aberdeencity.gov.uk  
Sent: 11 August 2015 15:12  
To: PI  
Subject: Planning Comment for 151150

Comment for Planning Application 151150

Name : Duncan Byron Clark

Address : 19 University Road

Aberdeen

AB24 3DR

Comment : As an adjoining proprietor and resident of no. 19 University Road, I am directly impacted by the proposed development opposite and would object to the application on the grounds that the proposals are:

- 1 Over development of the site and resultant plot coverage area and the design being out of character with the surrounding area. The proposals will have an adverse impact on Orchard Road and the wider Conservation Area and set an undesirable precedent.
- 2 I would dispute the statement by the architect that the development will enhance the visual amenity of the site. A combination of its size, height, colour and its position will make the house the dominant building as you enter Orchard Road from University Road.
- 3 The proposed materials, do not match the natural granite stone and slate prevalent in the area. The documents note that the modern palette of the design will make it stand out. Yes that of a tin shed.
- 4 A lack of car parking facilities and its impact on existing controlled parking zone with a reduction in available spaces for existing residents.
- 5 Loss of daylight and over shadowing to ground floor flats and gardens of nos. 11+13 and 15+17 University Road and loss of privacy of the upper floor window overlooking directly onto my own private rear garden opposite.
- 6 Overbearing blank two storey brick gable to nos. 11 + 13 University Road removing part of a mutual stone boundary wall?
- 7 The private garden being provided could only be perceived as a token strip of outdoor space and is inadequate for the size of the property (less than the 9m depth by policy) and does not fit in with the general character of the area.
- 8 The house is out with the established building line of Orchard Road, being forward of other properties with gable end-on to the street without any intervening garden. The gate to car parking entrance (driveway) appears to be of a sliding type shown on the pavement side of the boundary wall out with the applicant's ownership, similarly the roof overhang at the porch.
- 9 Potential damage to existing mature tree in adjacent garden proximity to the boundary in the summer it carries a large and thick canopy overhanging the site which will result in potentially dark rooms to the side. Future residents would be likely to want them thinned or removed to improve their outlook and levels of natural light to their living accommodation.
- 10 I do not believe that the applicant has demonstrated that the proposed house is required to provide residential accommodation for personal use when they currently own the large double upper flat, currently used as an HMO. It looks like an attempt to circumvent Planning Procedures by the possibility to be converted to further student accommodation (HMO) The amount of transient population of students is already to local residents a source of concern, security issues and significant annoyance, primarily due to noise and vandalism.
- 11 It is noted that the site is redundant, over grown and an eye sore. The site was well kept by the previous property owners and became poorly maintained when the site came into the applicant's ownership and use as an HMO. Is this a reason for development?



12 The documents indicate that rainwater will be dealt with naturally within the site, details of how? Insufficient information has been submitted with the application for full consideration of the proposals to deal with surface water drainage? Recent flooding occurred at the junction of University Road and Orchard Road

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P&SD Letters of Representation		
Application Number: 151150		
RECEIVED 12 AUG 2015		
Nor <input checked="" type="checkbox"/>	Sou	MAp
Case Officer Initials: CEE		
Date Acknowledged: 14/08/2015		

PI

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**From:** webmaster@aberdeencity.gov.uk  
**Sent:** 10 August 2015 20:22  
**To:** PI  
**Subject:** Planning Comment for 151150

Comment for Planning Application 151150

Name : Jaibo Palmer  
Address : 25 Orchard Walk  
Aberdeen  
AB24 3DG

Comment :

I would like to object to this application on the following grounds - having seen the design I consider it to be completely out of keeping with the area generally and neighbouring buildings specifically. This is a conservation area and the design appears to take no account of this.

Additionally it would appear that significant damage would have to be done to a large, mature tree in the neighbouring garden

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10/08/15.

Dear Sir or Madam,

Planning Application, 15150-17. University Road,  
Subdivision and erection of a three bedroom dwelling.

I wish to object to the above application for  
the following reasons,

- 1) The negative visual impact this will have in  
a conservation area.
- 2) The proposed parking area risks being  
a danger to pedestrians and road traffic  
due to the limited view they will have.
- 3) The privacy of residents in close proximity  
to the new proposed house.

yours Sincerely

GORDON WILSON  
9 ORCHARD ROAD  
ABERDEEN  
AB24 3DP