

14th 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

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,



Ref. 151811

15 Alumnyside Ter.

AB24 3NB

11.1.16

Dear Sir,

I object very strongly to the proposed Admirir 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, & Lewis 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.

10

18

PLANNING DEPT
MARSHAL COLLEGE
BROAD STREET ABERDEEN
AB 10 1AB

FROM

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

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

I OBJECT TO THE STUDENT

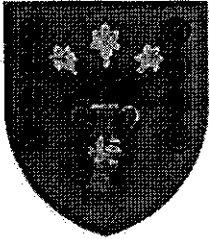
FLATS BEING BUILT AT KING'S

CRES, THERE IS TOO MUCH OF THEM

IN THIS AREA, OLD SCHOOL WOODS, AND

FRASER PLACE,

15/1/2016



OLD ABERDEEN HERITAGE SOCIETY

Planning Dept,
Aberdeen City Council,
Marischal College

P&SD Letters of Representation		
Application Number		
RECEIVED 13 DEC JAN 2016 TRU		
No	Sou	Map
Case Officer Initials		
Date Acknowledged		

11 Greenbrae Crescent,
Denmore, Bridge of Don
AB23 8LH
12th 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)

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



George A. Wood

**2 Harrow Road
ABERDEEN
AB24 1UN**

11th 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.

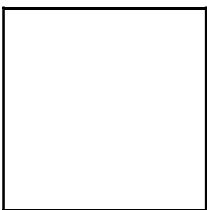
5. No attempt has been made to recognise and assess the health effects on residents of the proposed development from diesel particulate emissions from First Bus operations. Indeed, at the meeting between the developers and OACC, it was patently obvious that the developer was not even aware of the proven 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

24 Spital
Aberdeen
AB24 3HS

10 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 build 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:

Cllr Nathan Morrison

Cllr Jean Morrison

Cllr Michael Hutchison

Lewis MacDonald MSP

Kirtsy Blackman MP

Kevin Stewart MSP

Old Aberdeen Community Council

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



12/1/15

Address: 39 Kings Crescent, Aberdeen, AB24 3HP