

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

Yours sincerely



## OLD ABERDEEN HERITAGE SOCIETY

Planning Dept,  
Aberdeen City Council,  
Marischal College

P&SD Letters of Representation		
Application Number:		
RECEIVED	TRU 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 and 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, Arduir'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: 15188/1 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

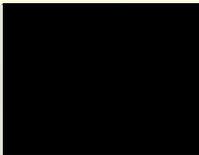
There is considerable pressure on car parking within the area. Three parking spaces would be enough for the 201 students and the employees operating/servicing the development.

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 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.

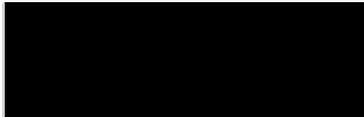
## **PARKING**

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

A solid black rectangular box used to redact the signature of the sender.

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**

Ref. 151811

15 Dumnyside 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.

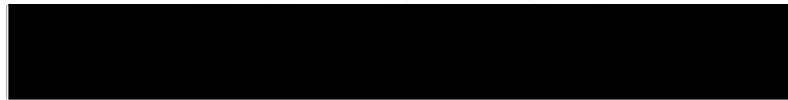
This whole area, both inside & outside the Old Aberdeen Conservation Area, is being vandalised by the appearance of block after block of unsuitable flats, of Troghall, & Powis Place. It is being changed from a beautiful, peaceful village to a virtual ghetto, occupied for only part of the year.

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&SD Letters of Representation  
Application Number

RECEIVED 14 JAN 2016

No.	
Case No.	
Date Accepted	
Initials	Sou
Address	MAp

## Garry Watson

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**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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## 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

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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 18:45

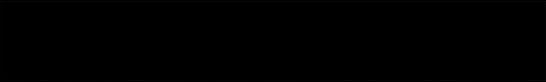
To: PI

Subject: Planning Comment for 151811

Comment for Planning Application 151811

Name : Jackie Thain

Address : 1 Jute Street

  
type :

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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

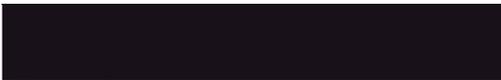
To: PI

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 DDOOM.

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 ABERDEEN  
AB 10 1AB

FROM

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

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

TO

19

PLANNING DEPT  
MARISHAL COLLEGE

BROAD STREET, ABDN, AB10 1AR

FROM

KERRY ANDERSON

31 MOUNT HOOKY, 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 3HP

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 Peters 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.

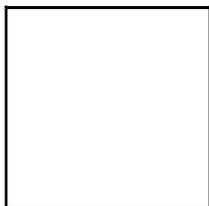
6. The current expansion of student accommodation local to the Old Aberdeen area, which a University of Aberdeen spokesperson made clear is not required to house their students, will inevitably lead to the development's use by students at other institutions, realistically RGU. As is already demonstrated 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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[www.avast.com](http://www.avast.com)

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

## 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

---

**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

---

**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

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**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:

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Richard Harwood

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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 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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**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 :



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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**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  
**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

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**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.

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## 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: 03 December 2015 09:57

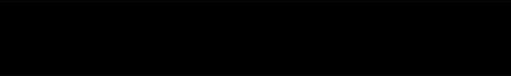
To: PI

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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## 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: 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.

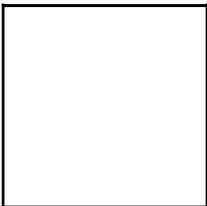
6. The current expansion of student accommodation local to the Old Aberdeen area, which a University of Aberdeen spokesperson made clear is not required to house their students, will inevitably lead to the development's use by students at other institutions, realistically RGU. As is already demonstrated 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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[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**

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**

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Aberdeen City Council  
Business Hub 4, Marischal College  
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12/1/15

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Yours faithfully



*ra/1/16*

Address: *39 Kings Crescent, Aberdeen*

**Laura Davidson**

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**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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