

From: webmaster@aberdeencity.gov.uk
To: [PI](#)
Subject: Planning Comment for 151997
Date: 23 January 2016 11:50:40

Comment for Planning Application 151997

Name : David Kennedy
Address : Flat 4 Royal Court,
Queens Road,
Aberdeen,
AB15 4ZX

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : I object on the basis that the additional traffic and parking on Queens Road South will restrict access for residents requiring access along this lane and make traffic conditions worse on Forrest Avenue which already suffers from queuing traffic, double parked cars and is hazardous to pedestrians particularly around school time. The Access and egress along this lane has not materially changed since the original restriction was put in place when Simpsons hotel was on the site and therefore the restrictions should remain in place

Furthermore we are very concerned by the amount of retrospective planning applications that are being submitted by the Chester hotel and as a neighbour we encourage the council to investigate this further and report to all local residents why this has been allowed to happen and why each application has had a 100% success rate with minimal consolation of the neighbouring properties. Finally we are aware of the fact that not all residents of Royal Court (numbers 1-8) have been notified of these planning applications. You should be aware that all of these properties jointly own the land surrounding Royal Court that is directly adjacent to the hotel and therefore should all be consulted on these applications.

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28 Harlaw Road

Aberdeen

AB15 4YY

Aberdeen City Council

Planning Reception

Planning & Sustainable Development

Marischal College

Broad Street

Aberdeen

AB10 1AB

21st January 2016

Chester Hotel –Application for use of rear access gates

Application No 151997

Dear Sir

It is disappointing to be presented with yet another application for further planning permission from the Chester Hotel.

I strongly object to the request being placed in front of the Planning Committee.

This proposal has a direct impact on the rear of my property. My garage and garden wall are directly opposite the hotel entrance. At present this entrance is kept locked.

The situation is clear- there is insufficient space for delivery vehicles to turn into the rear entrance of the hotel from the lane. Attempts by vehicles to gain access over the years has led to damage to my property on a number of occasions. As it has always been impossible to identify the specific vehicle which has caused the damage I am left to pay for repairs.

Agreeing to the proposal now presented to you will make matters worse, the situation is already intolerable.

I reiterate that I object to this proposal in the strongest possible terms.

Yours sincerely



LORNA M. CHEETHAM

95 Queens Lane South
Aberdeen
AB15 4BF
Tel 01224 319915

objection
Chester Hotel
Application Number 151997

Dear Sir/Madam

I am writing to object to and request that, the application for commendment to the original planning permission is not granted.

I would ask that you consider this objection on the grounds of noise and more importantly safety. The hotel already has access to and from parking spaces via a main road.

Our home is situated on the lane near to the rear of the premises. The noise during the evening can, to a certain degree be ignored but after 10.00 p.m

becomes a nuisance. Clients gather around the pergola laughing talking and singing. Music reverberates till around 1.00 a.m. If we add to this traffic screeching out the premise this will only enhance the problem.

The lane is totally unsuitable for the traffic flow as it is, it is very narrow, there is no pavement and our house is situated on a right angled turn. Also traffic exiting have a poor view of the road as they exit.

Over the past few years, we

have had our wall knocked down four times. and I was involved in a sideways collision, from a car exiting a premises on the lane. Children on the way to playing fields also use the lane walking in large groups, unaware of traffic.

The proprietors have been totally disrespectful of neighbours, careless of the impact they have on local residents. They display open contempt for the democratic mode of the planning committee building what they want and then gaining permission

I therefore ask you not to grant planning permission
Yours faithfully

151997

32 Harlaw Road
Aberdeen
AB15 4YY
15 January 2016

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

Dear Sir,

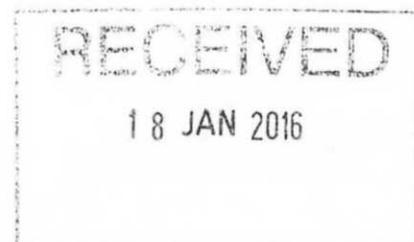
Variation of Condition 11 to Application Ref. No. P121555

Thank you for your notification of the above which is yet another of a number of notifications which I have received over a period of time. I may say that I have not raised any objection to previous applications.

I am informed that the "variation" is a request to have unlimited access via the rear gate to the Chester Hotel to all traffic.

Many years ago, when Mr Ricky Simpson proposed his alterations and extension to the same hotel, he invited all the neighbours to the hotel to discuss his proposals. At that time, he agreed to keep the rear gate to the hotel closed except for delivery vehicles to access when required.

That arrangement has been maintained to this day during the tenure of several owners including the present. There has never been any problem with access for deliveries or indeed of emergency vehicles at any time. I and my family have lived at our home for 50 years and, during that time, traffic flows have increased out of all recognition. The entrance to our garage is at the corner of Queens Lane South and on fairly regular occasions, cars speed round the blind corner of the lane (and it is a lane, not a thoroughfare) and the likelihood of collision is ever present.



I do wish to lodge an objection to the proposed "variation" on the grounds outlined above. A possible solution would be to install bollards at the corner of the lane to allow traffic to enter and exit via Forest Avenue only. Such bollards would require to be easily removable to allow access to emergency vehicles if and when required. In that instance, of course, an open gate at the Chester Hotel would not affect this property.

Yours faithfully

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

Dr Gordon. B. Rhind

34 HARLAW ROAD
ABERDEEN
AB15 4YY

24.01.16

Aberdeen City Council
Planning Reception
Planning and Sustainable Development
Marischal College
Aberdeen

Dear Sir/Madam

Variation of Condition Application Ref No. P121555

Further to receiving this notice I wish to object for the following reasons

There is already a been a dramatic increase in traffic flow in the lane over recent years due to the numerous Queens Road developments which have re access onto Queens Lane South. I have seen on numerous occasions near accidents both with pedestrians and vehicles on the lane especially at the corner behind No. 32 Harlaw Road. Cars inevitably approach the corner far too fast. Furthermore my garages entrances are just beyond that corner and several times vehicles have just before hitting my vehicle as I exit my garage.

The lane was never designed for the traffic flow as it is currently and any further increase in that number of vehicles using the lane will increase all the dangers that already occur.

In addition as high number of the vehicles using the access to the rear of the hotel will be doing so late into the evening or early hours of the morning, this will only increase the noise disturbance to the local residents.

A solution to this issue of the use of the lane would be to install a bollard system so as to only allow access to the lane from Forrest Avenue.

Yours faithfully


Michael Wood.

P151997

**4 HARLAW ROAD
ABERDEEN
AB15 4YY**

January 27, 2016

Aberdeen City Council Planning Department
Marischal College,
Broad Street,
Aberdeen
AB10 1AB

**Variation of Condition 11 attached to Application Ref No. P121555 to
allow use of rear access gates. Chester Hotel**

I wish object to planning application p121555 on the grounds of the following:

When Simpson Hotel was granted planning approval in 1996 for change of use from residential to hotel bar and restaurant one of the conditions was that the access gate at Queen's Lane South shall only be used by service vehicles, otherwise shall remain closed and locked at all other times. No customer or public access (vehicular or pedestrian traffic) shall be permitted unless the planning authority has given written consent for variation in order to limit the potential for unauthorized parking on Queen's lane South. They were also refused a function suite, which The Chester's Hotel has now managed to achieve!!

I feel that this was quite an important condition as it is a lane with no pedestrian pathways (my understanding is that it is a private lane) and not a road it is also the back entrance to residential houses. Over the years this Lane has also got so busy with service vehicles for both hotels and staff vehicles to the various offices. Parents also use the lane as a drop off point for Albyn School.

Most days there is congestion on the lane which also flows onto Forest Avenue, service lorries having to reverse up the lane on many occasions. Parents abandoning their cars over residential and commercial entrances and garages. Public cars parking on the lane when Malmaison Hotel car park is full.

Now The Chester hotel has been granted retrospective approval for the balustrades it is only a matter of time before functions and wedding commence which means the car park will be used to full capacity and also the public using the back entrance and safety will be a cause for concern as there is no pathways. If they were granted approval for the variation of the current restrictions placed on the rear gate access, the lane would become intolerable and there would be no respite for the residents.

I think the residents have been more than accommodating in the past we have had to endure years of disruption when they were building and on many occasions the lane was blocked.

I truly hope the planning department gives this great consideration to refuse on the various points:

1. Safety, it is a lane with no foot paths and not a road.
2. It is already congested without additional traffic.
3. It was also a main point in the change of use from Residential in 1996.
4. Consideration for the residents.

Sincerely,

Louise Pirie

From: [REDACTED]
To: [PI](#)
Subject: P151997 - Variation of Condition 11 attached to Application P121555 ... Chester Hotel 59-63 Queen's Road, Aberdeen, AB15 4YP
Date: 02 February 2016 23:00:20

Dear Sirs,

It is with a feeling of dismay and despair that I write this objection. We have only just received a decision on one of a myriad of retrospective planning applications by the owners of the Chester Hotel and yet another one lands on our doorstep. How long will it be before all the, albeit very limited, restraints on the hotel's destruction of the amenity of our area are completely eroded? It feels like a battle we are bound to lose but in the vain hope that any attention will be paid to my reasons for objecting to the latest incursion I nevertheless list them as follows:-

Justification

1. It is suggested that congestion caused by delivery lorries/vans will be minimised if the gate is left unlocked as the hotel operator requires to manually admit them. This is incorrect. There is no congestion caused as there is a space adjacent to the gate and clear of the lane which allows a van or lorry to park without obstructing the lane. Moreover, the only reason that manual admission is required is because the Chester Hotel management deliberately decided NOT to install a proper gate entry system instead choosing to make use of a somewhat tacky note in a plastic bag and a bicycle lock. It appears that there was no real intention to comply with the gate restrictions long term but simply to pay lip service to them until they could get them changed. Nevertheless it would still be a perfectly simple task to install a system giving immediate entry at the touch of a button.
2. The Malmaison Hotel is used as an argument for allowing unrestricted access to Queens Lane South. There is no direct comparison for several reasons - Firstly - there is no alternative vehicular access to Malmaison's car park, but this is not the case with the Chester - Secondly and crucially, Malmaison does not have a function suite with a capacity of 300 people which would give rise to a realistically substantially larger parking requirement. Finally there has been a problem with overspill parking. Indeed I am aware of the fact that neighbours in the vicinity have had their garage entrance blocked by Chester Hotel employees' cars.
3. It is argued that the condition is a legacy from the past. It may well be, but with the hugely increased capacity of the Chester compared to Simpsons let alone the increased traffic to and from Malmaison, it is more needed than ever. Moreover, parking restrictions cited DO NOT APPLY AFTER 5PM WEEKDAYS AND ALL WEEKEND which are of course the busiest times for use of the hotel. Therefore I would reiterate that far from being outdated the condition is more needed than ever.
4. Reference is made to safe entry for emergency vehicles. It beggars belief that the hotel could operate, have a licence or be insured without this issue having been previously addressed to the satisfaction of the emergency services. In addition, one would assume that access via Queen's Road

would be preferable to using a narrow lane with a difficult sharp corner to negotiate, if at all possible. Finally presumably if a proper entry system were installed immediate access could be gained anyhow.

Parking Survey

1. No credence can be given to a parking survey that is not independent.
2. We have had no opportunity to arrange our own survey.
3. As stated above (re- Justification) there is huge potential for a shortage of parking at the Chester particularly at times when there are no parking restrictions in the lane. Obviously if someone finds no space in the car park and the gate is open they will try the lane next. It is not credible to argue otherwise.
4. It is stated that the gates will be kept shut 'when not in use'. This is completely undefined and therefore meaningless. It could be in use all the time! The Chester management cannot be trusted - they do not follow rules as has been abundantly borne out by their conduct dating from the start of the construction of the hotel. We and our neighbours have had to make repeated complaints about noise, gates being left open and deliveries outwith permitted hours. Indeed on one occasion Graham Wood himself advised one of my sons that he would not turn down loud music late at night (which was audible in our bedroom) because it would be 'bad for business'. In short, they are bad neighbours and allowing the restriction to be removed would simply give them *carte blanche* to do whatever they wanted.

Conclusion

1. The planning condition relating to having the gates locked is a legacy from a previous planning consent but rather than being outdated it is more required than ever.
2. Locking of the gates does not lead to traffic congestion on the lane but installation of a proper gate entry system would mean that there would be no delay in accessing the car park for service and delivery vehicles.
3. The Malmaison hotel is not comparable having a vastly smaller capacity and no other access to the rear car park.
4. It is disingenuous to state that unlocking the gates is unlikely to lead to any significant increase in traffic use of the lane nor to parking in the lane as there is inadequate parking on the overdeveloped Chester site.
5. Removal of the restrictions would lead to increased parking, noise and traffic in the lane. This would pose an increased danger to cyclists on what is a designated cycle route. In addition the entry/exit to the lane at Forest Avenue is opposite a large school and nursery therefore this additional traffic would increase the likelihood of accidents. In the other direction there is a sharp blind corner which already poses a hazard and again increased traffic would make accidents more likely.
6. Approving this planning application would be a further erosion of the amenity

of the area, the lane in question separating the hotel from a wholly residential street.

Best regards

Jennifer West
26 Harlaw Road
Aberdeen AB15 4YY

From: [REDACTED]
To: [PI](#)
Cc: [REDACTED]
Subject: Planning Application 151997 - Variation of Condition 11 attached to Application ... Chester Hotel 59-63 Queen's Road, Aberdeen, AB15 4YP
Date: 02 February 2016 21:37:32
Attachments: [IMG_0416.JPG](#)

Dear Sirs

It is with some feeling of despair that I submit this objection to the planning application. It is another application in a long line that characterise the Chester Hotel development - an endless stream since the beginning. The starting point of all decisions so far by the planning authority has been to grant all and any planning application for the Chester Hotel by one route or another. So far there have been no planning applications rejected by the planning authority so it is assumed that this one will be 'approved unconditionally' no matter what evidence is put in front of the planning authority. For instance a non-material variation was granted for a significant infill building and the roof was raised without the neighbours even being made aware of the application (the 'red line' was drawn around a small part of the building, a cynic would say to avoid receiving any planning objections). It is well noted that all other planning applications for the Chester Hotel have the 'red line' drawn around the whole site, even for small items.

Summary of reasons for objection - arguments detailed below:-

- the gate being unlocked will result in more traffic in the lane - more danger of serious or fatal accidents for residents, school children, toddlers or cyclists
- free for all with regard to timing of deliveries and refuse collection resulting in noise for the residents at any time (hotel management have regularly demonstrated their poor attitude to noise)
- Queens Lane South is a designated cycle route (ACC plan) - more traffic will result in greater danger to cyclists, possible serious injury or fatality
- More traffic in Queens Lane South will put the children going to schools and nurseries at greater risk of accidents
- delivery vehicles will take longer in the lane if they are required to open and close the gate (the Chester proposal is confusing is it to remove the lock or open the gate?)
- loss of amenity for the area (Conservation area 4)
- lack of respect by the current management for planning rules, noise restrictions, or their neighbours - the owner when asked to reduce noise refused to do so on the basis that it was 'bad for business'
- access for emergency vehicles should already be accounted for in the plans, licencing and insurance (is there some suggestion that the requirements are not met?)
- lack of consistency with other planning decisions

This seems completely contrary and inconsistent with another planning application (P140896) in the same conservation area 4.

The reasons for rejecting the application P140896 are summarised as follows:- (extract from the planning report)

<http://planning.aberdeencity.gov.uk/docs/showimage.asp?j=140896&index=135279&d=y>

RECOMMENDATION

Refuse

REASONS FOR RECOMMENDATION

That the proposal, if approved, would be significantly detrimental to and thus not

preserve or enhance the character of Conservation Area 4 (Albyn Place/ Rubislaw), and would adversely affect the setting of the Category C listed building on site and those Category C and B listed buildings on adjacent sites, due to the excessive length of the proposed development, the loss of the sense of open space within the site and the inappropriate scale of development in relation to the existing building which would result in over-development. The proposal would therefore be contrary to Scottish Planning Policy, Scottish Historic Environment Policy and Policies D1 (Architecture and Placemaking) and D5 (Built Heritage) of the Aberdeen Local Development Plan.

That the proposal, if approved, would set an undesirable precedent for similar developments in the surrounding Conservation Area 4 (Albyn Place/ Rubislaw) which would have a significant adverse effect and undermine the special character of the area.

That the proposal, by virtue of its scale and massing, and its proximity to the neighbouring property at 31 Queen's Road which currently operates as a care home, would have a substantial negative impact on the amenity of those residents of the care home whose bedroom accommodation at either ground or 1st floor level would face onto the proposed development

One rule for one, another for the Chester (specifically for instance - amenity, character of the area, . loss of open space, over development, scale and massing,)

During the time when the hotel was Simpsons and if the gate was left open at the weekend there was regular indiscriminate parking in Queens Lane South. Entrances to properties were blocked on numerous occasions. Simpsons Hotel however always acted very reasonably and endeavoured to find the culprit blocking the entrances. I do not expect the management of the Chester Hotel to act in such a reasonable manner.

The application is at best confusing. It states that the gates will be kept shut when not in use, how will this be achieved and what defines when the gate is in use? Furthermore the application states that 'it is proven' - that is a very bold statement and it is completely untrue and should not be used in any decision. I have equal proof that the car park is regularly full and an open gate will result in indiscriminate parking.

It is also untrue to state that the Queens Lane South is a controlled parking zone at all times. It is not between Friday 17:00 and Monday 09:00. Also, the area is heavily parked during sports activities on evenings and at the weekend so overspill from the Chester Hotel will have a detrimental effect on those sporting activities by taking up spaces. This is also a safety issue in that more cars from the Chester Hotel will be using Queens Lane South and Harlaw Road putting the people taking part in the sporting activities at more risk due to the increase in traffic. Normally this traffic would be channelled onto Queens Road.

It is important to note that the gate lock is in fact a BICYCLE LOCK. The sign on the gate is a printed A4 piece of white paper in a plastic bag tied to the gate. This in a 5 star hotel looks very tacky and is a demonstration of the poor intent of the management to adhere to the planning requirement by failing to install a permanent or professional door entry system.

The point regarding emergency vehicles is assumed irrelevant. There is presumably an emergency plan for the Chester Hotel and also assumed to be fully compliant, otherwise it would not be open, licenced or insured unless they are operating illegally. The fire brigade will have equipment to open the bicycle lock on the gate in the unlikely event of an emergency, or the hotel would have time to open the gate while the emergency services are on their way. Ambulances would presumably use the front entrance. This argument is a red herring.

The gate being unlocked will diminish the already diminished amenity of the area. It is noted that

other developments that would affect Queens Lane South have been rejected as they would reduce the amenity of the area - see above.

The Chester Hotel is completely different to Simpsons. It has a licence until 01:00. It has a function suite for up to 300 people. It has more bedrooms. There are many occasions where the car park is full and the 'parking survey' can only be described as a sample to fit the hotel's argument and not representative of what actually happens. The hotel have presented 'evidence' in the past (for instance a noise report that was completely discredited and quietly (no pun intended) forgotten) and such reports are meaningless unless carried out by a credible and independent organisation that is not funded by the Chester Hotel. I can contribute with at least the same level of authority that I have regularly seen the hotel car park full, including disabled spaces being used by non-disabled people (the disabled space is just inside the back gate and I observed two people walking up the lane one Saturday morning, getting into their car which was parked in the disabled space and driving out the open back gate). I assume the reason they were parked in the disabled space was because there were no other spaces available and it is the last space at the back of the car park. This is just as valid a piece of evidence as the Chester Hotel report and please find below a picture of a patron's car exiting the car park by the open back gate that same morning. You will also see a vehicle parked in an unmarked area due to there being no spaces available. This blows the Chester Hotel survey right out of the water into outer space. It is simply a concocted document designed to support their spurious argument. Furthermore my wife and myself were working in the back garden and lane tidying up on that occasion and the rear gate was open for many hours so the hotel already openly breach their planning consent conditions. Numerous patrons were observed going in and out through the gate which significantly added to the traffic in Queens Lane South where we were tidying up some garden debris and had to regularly get out of the way of Chester Hotel patrons' vehicles. If this became a known and regular route then there will be an increase in patron's traffic in the lane with additional risks to pedestrians, cyclists (see below as Queens Lane South is an Aberdeen Council designated cycle route). Many of the patrons visiting the hotel have large and/or fast cars and I have seen such cars 'roaring' up the lane at high speed and leaving the gate unlocked will only increase the incidence of such events increasing the potential for an accident or fatality.



The arguments used by the Chester Hotel for 'unlocking' the gate are patently illogical and pointless. If the delivery and service vehicles have to open and close the gates themselves then this will involve **more time** for vehicles being in the lane than before. Also, it will involve the drivers of the vehicles getting in and out of the vehicles which will be a risk for them, **particularly in dark conditions**. If they are alone they will be required to switch off their engines and safely park their vehicles each time they open and close the gate. This will increase, not decrease, the time they are in the lane.

It is more than likely that the delivery and service vehicles will not close the gate. This means that the assertion from the Chester Hotel that the gate will be kept closed when not in use is not a practical solution. The hotel have to maintain a duty to keep the gate closed and the most effective way of achieving this is to lock it.

The application seems to be based on an economic argument in that the hotel do not want to bother with controlling the gate rather than the effect it will have on the pedestrian safety, child safety, cyclist safety, lane traffic or the amenity of the area.

The hotel have a history of opening the gate outwith the permitted hours. Bottles have been collected very early in the morning (I think 05:15). This is a recorded event that the Environmental Health Department are fully aware of and have taken action over. However, in that case the hotel management stated that the bin man did not know about the time restriction for collection (email available on request). Mr Wood did not personally take responsibility but blamed the driver - in fact it was Mr Wood's duty to organise the contract in accordance with the planning regulations. Furthermore and as an aside Mr Wood did not offer any apology to the residents for the early morning bottle smashing incident - merely blaming the poor driver. If the gate is un-locked then there will be no control by the hotel of deliveries or service vehicles and from past experience their last concern is disturbing the neighbours. This is further borne out by Mr Wood stating to my son one Saturday night that it was not possible to turn down the music that was audible inside our

house as it would be 'bad for business'. The point is that the hotel management cannot be relied on to be reasonable let alone good neighbours. Allowing the gate to be unlocked would mean that control of deliveries would be completely uncontrolled and the hotel management clearly demonstrated that they do not care about the amenity of the surrounding neighbourhood. Amenity of the surrounding area appears to have played a large part in the decision for P140896.

The reference to Malmaison is not valid. It was probably a mistake to allow parking there as it does add to Queens Lane South traffic and congestion. However, it appears that a front access to the rear was not available unlike the Chester Hotel so it is not a relevant argument.

Aberdeen has defined cycle routes that cyclists are encouraged to use. Queens Lane South is such a route. See <http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=65916&SID=13374>

Cycle routes are chosen for the low level of traffic. Traffic will inevitably increase if the gate is uncontrolled on a designated cycle route leading to a significant increase in cyclists being involved in serious accidents.

Cycling accidents are usually serious or fatal.

At the East end of Queens Lane South many children are crossing to go to schools and nurseries. More traffic in the lane will put these children at greater risk. I sometimes use the lane in the morning when my car is in the garage and it is necessary to be extremely careful as there are a lot of small (very small in some cases as there is a nursery) children and patrons that may be unfamiliar with the area would pose an unnecessary additional risk if the exit from the Chester Hotel is uncontrolled. Forest Road is a 20MPH area at certain times and the Queens Lane South exit has no sign or flashing lights. There is a significant risk that patrons will not be fully aware of the danger to others if they use the exit onto Forest Avenue with the much higher risk to children and toddlers.

Best regards

Alan West
26 Harlaw Road
Aberdeen

From: webmaster@aberdeencity.gov.uk
To: [PI](#)
Subject: Planning Comment for 151997
Date: 02 February 2016 00:15:23

Comment for Planning Application 151997

Name : Mrs WA Bradford
Address : 2 Harlaw Place
Aberdeen
AB15 4YW

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : Dear Sir/Madam

Chester Hotel - Planning Application 151997

I wish to strongly object to the application by the Chester Hotel for general access from the hotel into Queens Lane South. At present I wish to highlight, once again, the issues neighbours have had to deal with due to the lack of adherence to the normal planning process and the noise pollution local residents have had to endure. The restrictions are an attempt to limit the possible sequelae for residents and why some of the previously awarded applications were not contested due to these safety nets. This was a quiet residential area and many of our bedrooms, living areas and gardens are in extremely close proximity to the rear of the hotel.

Considering noise pollution often late into the evening and small hours of the morning are when guests are leaving a function or having a cigarette. At present, during these unreasonable hours, the customers are directed towards the front of the hotel but if the gates are open they are free to leave via this access and likewise they could drive out this way. The noise of cars starting and leaving at these hours can be most disturbing as well as revellers leaving and walking out through this area. We already have to deal with refuse vehicles and glass collections and one would hope the restricted hours would continue for these purposes.

The decisions were made for truly valid reasons and to allow the residents some protection and piece and quiet. Once again may I highlight that the previous Simpson's Hotel; did not have a function suite and now serves an entirely different purpose to the current Chester establishment. The awarding of planning and licence was considered without all the full facts; especially to the local residents with the constant retrospective planning. I believe the capacity can be up to 350 reception guests or 230 wedding guests. The Planning Authority are the residents advocate and their to protect our amenity.

There is the issue of the parking restrictions and impact this has on the local area. Assuming enough parking was made available for the size of the hotel with its function capacity then there should be no requirement to access the rear lane. Should access be allowed then there is the potential for parking over garage areas and more traffic allowed to use the already busy lane. The parking is usually to capacity at times of functions especially at evenings and weekends. There are safety issues to consider with regard to pedestrian access. I believe an objection was upheld towards a local nursing home in Queens Lane South due to volume of traffic and loss of amenity in 2012 (P111912).

There is comparison made to the Malmaison Hotel in the Chester application. May I highlight that Malmaison does not provide a Function Suite for a large number of guests so once again provides a different purpose. The volume of guests is entirely different and Malmaison are usually hotel/overnight guests or dining guests. I would find it highly unusual for emergency vehicles to access the hotel via Queens Lane South rather than the main access through Queens Road. I would assume current practice would continue as if unsafe then they would not be able to comply with Health and Safety issues. With regard to the Parking Report I wonder if the hotel could provide the number of accompanying conferences or functions during this time. I am unclear if this is a true reflection of the impact of parking during the busier weekend/evenings e.g. Christmas party nights.

Please protect our amenity and our local residential area. We have had to endure many compromises due to the retrospective planning applications of the Chester Hotel and the restrictions

placed with regard to rear lane access was one of the safety nets to reduce noise pollution late evening/early hours of the morning as customers head home or congregate for smoking. We have young children and hope to aspire not to be disturbed in our homes.

Many thanks for your consideration,

Yours sincerely

Mrs Wendy A. Bradford, 2 Harlaw Place, Aberdeen, AB15 4YW

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Objection to Planning Variation Number 151997 Variation of Condition 11 attached to application reference number P121555.

There is a total of 48 car parking spaces on Chester grounds. Regardless of all varying, spurious estimates of how many drivers may or may not choose to access the Chester carpark via front or back entrances, the fact remains – 48 cars would have the right to seek entry and exit to the Chester Hotel via the rear gate. This is a huge increase in the additional amount of possible traffic on Queens Lane South. This would lead to increased traffic with consequent additional safety risk and noise disturbance.

Access to Queens Lane South is not from a main road at either side. On the West side the lane runs from Harlaw Road and winds round a right angle corner before it straightens on to the main straight run of Queens Lane South which passes in front of the Chester's rear gate. Drivers negotiate around that corner too quickly – and invariably place themselves in the middle of the road in order to make the sharp turn. On many occasions we have witnessed instances of near misses when two cars meet at that blind bend or a pedestrian is rounding the bend in the opposite direction to an oncoming car.

The lane is not only used by drivers but pedestrians walk there, dog walkers use the lane and children bike in the lane. There is no safe pavement. Are you really willing to take on the responsibility of the increased potential for harm being done to the public - walking or driving - by approving this Variation application? We have heard a lot of Health and Safety issues being cited by the Chester as a means to their own ends – in this case the greater Health and Safety issue most definitely sits on the side of not encouraging further traffic on the lane.

On the point of traffic congestion. This is a lane, not a main thoroughfare and we have witnessed no more hold ups than often experienced on many streets in Aberdeen where a degree of tolerance must be exercised when routine events such as bin collection happens. On the point of access for delivery trucks, we would suggest the obvious – that the Hotel install an electronic entry code system which would get around any alleged back up problems. This is a standard means to gain access.

The provision of access to hotel parking via the rear gate would, however, provide the Chester Hotel with the means to reduce traffic on their own property – a point not touched upon in their statement of support. The theory of the greater good for all is a much more persuasive angle to pursue.

The point about emergency access via the rear Lane shows the Chester's disingenuous reasoning at its best. Are we seriously to believe that any ambulance would choose to gain access to the Chester Hotel via a narrow lane as opposed to just driving in the main entrance and reporting in immediately at the main reception desk?

If an emergency call is made specifically requesting attendance at the rear car park would it not be reasonable to assume someone from the Chester would be present at the scene to facilitate entry? Either way an entry code system would solve the problem.

Queen's Lane South is a narrow lane, it is not a lane which runs straight making manoeuvres easy, it is not a lane which affords drivers good visibility. It therefore, is not a suitable site on which to encourage any further traffic.

We respectfully ask the Planning Department to deny this variation. In spite of the mantra

which all unfortunate residents of this neighbourhood must by now be aware of that - "each application must be considered on its own merits" – we should recognise is just another link in a now very familiar chain of Chester Hotel Retrospective Applications and Variations made with no regard for the surrounding neighbourhood.

The Variation applied for has no merits and poses a real safety concern and further loss of neighbourhood amenities due to increased traffic noise.

CONCLUSION

The Planning Condition relating to having the gates locked is an outdated legacy from a previous planning consent –

"Outdated legacy" is a subjective statement based solely on an opinion – consideration of Safety and Noise implications of traffic in the Lane is NOT an outdated issue.

"Locking the gates actually leads to traffic congestion on the lane"

If the Chester Hotel is being honest in this statement and sincerely concerned about causing traffic congestion in the lane –Then the solution is very simple and employed by thousands of private . All they need to do is install a keypad lock with combined entry phone system. They would simply issue the key code to all scheduled service operators (not to hotel guests for parking). These systems are available for under £200 and come with a phone unit to connect to reception. As a failsafe, emergencies can be dealt with by attaching a sign informing service and emergency vehicles with the contact number of the hotel reception. The person on duty would either physically unlock the gate / remotely release the lock or advise the code.

" The adjacent Malmaison Hotel has a similar car park, with no gate"

Reference to the Malmaison is not a reason to willingly exacerbate an unsatisfactory situation – the old saying "Two wrongs don't make a Right" very much applies here. By adding the traffic of nearly 50 cars to the traffic in the lane will create a danger to the residents and the general public who have the right to use the lane and are already put at risk due to the traffic of Malmaison.

"Unlocking the gate is unlikely to lead to any significant increase in traffic use of the lane nor to parking on the lane, since it is proven that adequate car parking already exists on the Chester Hotel site"

This is a misleading statement – there is NO connection between adequate parking on the hotel site and the resultant lack of increase of traffic on the Lane.

This statement is pure speculation – there is NO way to predict accurately how customers will choose to access parking within the Chester site if they have two options – the very word "unlikely" confirms that the Chester does not know this for a fact. To use Chester phraseology – this variation would actually be extremely LIKELY to increase traffic on the lane.

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1st February 2016