

**From:** [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk)  
**To:** [PI](#)  
**Subject:** Planning Comment for 151795  
**Date:** 06 May 2016 11:30:48

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Comment for Planning Application 151795

Name : I van wachem

Address : 20 bayview road

Aberdeen

ab15 4ey

Telephone :

Email : [REDACTED]

type :

Comment : I object;

- change from residential to offices - doesn't fit the nature of the area  
- the car park in the rear will put more traffic through the single lane and through Bayview road. This parking will require to be accessed from the lane off Bayview Road between Margaret Duffus and No 3 Bayview road. This lane is so narrow that it does not even appear on Google Maps! There is no "through road" on it so all traffic entering and exiting 94 Queens Road's parking would require to do so through this narrow lane, on to Bayview Road. The current exit from this lane on to Bayview Road is difficult already. It is almost inevitable that the consequences of increased traffic using this lane will lead to double yellow lines either side of the lane and the consequent loss of parking this provides. It is also the loss of a residential building into commercial office space with consequent traffic and parking increases, contributing in general to the change in the character of the conservation area from one of residential to one of business and commercial.

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**From:** [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk)  
**To:** [PI](#)  
**Subject:** Planning Comment for 151795  
**Date:** 22 May 2016 19:05:25

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Comment for Planning Application 151795  
Name : Mr David & Mrs Kathryn Fraser  
Address : Flat 3  
92 Queens Rd  
Aberdeen  
AB10 7 FW

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : OBJECTION TO PLANNING APPLICATION REFERENCES: 151795 FOR THE CHANGE OF USE FROM RESIDENTIAL (CLASS 9) TO CLASS 4 (OFFICES) AND EXTENDED CAR PARKING TO REAR, AND 151796 PROPOSED DEMOLITION OF GARAGE

Please accept this representation on behalf of the residents of 86, 88 and flats 1-5 at 92 Queen's Road. At the time of writing residents at 86 and 92 Queen's Road have yet to receive a correctly dated and addressed neighbour notification. Residents request that the determination of the above applications are deferred to afford Aberdeen City Council time to consider our representation.

The residents have reviewed the applications and find them to be at odds with national and local planning policy and respectfully request that both applications be refused. Failure to do so will set an undesirable precedent for similar developments within Aberdeen. Our reasons for objections are described below but are summarised as:

- Proposed access cannot be achieved due to ownership restrictions;
- The lane is in private ownership and a one-way system is unenforceable;
- Vehicular safety;
- Pedestrian safety;
- Will set an undesirable precedent for similar developments in residential areas;
- Erosion of residents amenity and privacy;
- Detrimental impact on both the character of this area and the neighbouring listed buildings;
- Flood risk from surface water run off;
- Loss of garden ground to accommodate car parking is uncharacteristic of the area;
- Loss of trees;
- Is at odds with the City Centre Masterplan;
- Office space available in the West End Office Area that could accommodate their requirement.

Whilst not an identified planning issue ownership is fundamental to this application and should not be overlooked. Not only does the applicant's red line boundary differ to the access plan but that it also includes land outwith his ownership; where he has failed to notify owners.

The wall to the south of the lane, which would require to be demolished to achieve the required visibility onto Bayview Road is owned by 86 Queen's Road. Land on the lane required to create a passing place is owned by 88 Queen's Road. Neither land owner was notified by the applicant nor would they be willing to part with their land to facilitate the development and make it acceptable in planning terms. Owners of these properties would be willing to present their title for inspection.

Should Councillors be minded to grant planning permission Kamran Syead confirmed to Councillors at the site visit on 28th April 2016 that the Roads Department would only find the proposal to be acceptable if the access proposed by drawing number 900 REV 3 be implemented in full. Kamran Syead confirmed at that visit the Roads Department would find the proposed access arrangement unacceptable if the applicant does not own all of the land on or adjacent to the lane. In recognition of this, the proposal is unacceptable and should be refused.

The Aberdeen Local Development Plan (ALDP) identifies the site as lying within a residential area where ALDP policy H1 applies; it also lies within the Albyn Place and Rubislaw Conservation Area. ALDP policy H1 states that proposals for non residential uses, such as this, within existing residential areas will be refused unless: they are considered complementary to residential use; or it is demonstrated that they would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity.

The amended access proposal will increase traffic on the lane, prevent pedestrian use of the lane

and have a detrimental impact on vehicular safety. This will cause conflict and nuisance for residents of 88, 90 and 92 Queens Road. Residents would confirm that only cars from Fairhurst (4 cars) and 92 Queens Road (9 cars) use the lane. With the addition of the office this figure will more than double to 29 cars; which will result in vehicular and pedestrian conflict as residents will undoubtedly be faced head on traffic on a daily basis. Despite comments from the Roads Officer at the Committee site visit residents would confirm that this is not the current position. Residents are seldom faced with head on traffic. Should the application be approved residents will be faced with head on traffic on a daily basis with cars being forced to reverse either to the private car park of 92 Queens Road if not blocked, as there is no turning area on the lane, or onto Bayview Road. It is an accident waiting to happen. This is especially true in winter months when the lane is sheet ice. Residents will be unable to stop to permit passing or reversing.

It should be noted that W A Fairhurst operate harmoniously at 88 Queens Road, they do so because only 4 cars access the lane on a daily basis without passing residential properties to impact on their amenity. This is not the case at 94 Queens Road.

There are no proposals contained within the application to control the use of the lane as a rat run for access to Anderson Drive. The lane is in private ownership and therefore the one way system is unenforceable.

The proposed use of the building as an office would be very different from that as a house and it will detract from the amenity of neighbouring residents. Residents will be aware of the coming and going of people and cars in the proposed car park; which would be visible from both garden areas and also habitable windows. This increased level of activity compared to what would be expected of a domestic garden and private lane would adversely affect the amenity enjoyed by residents, especially in the summer months when residents would hope to enjoy the use of their gardens without disturbance.

This proposal is not complimentary to the residential use of the area; would erode residents enjoyment and cause vehicular and pedestrian conflict. As such it is at odds with ALDP policy H1 and The Sub-division and Redevelopment of Residential Curtilages (March 2012). The application should be refused.

ALDP Policy D3 directs that development be designed in order to minimise travel by private car and prioritises transport modes in the following order - walking, cycling, public transport, car and other motorised vehicles. This proposal is contrary to the policy. Namely, the proposal will change the rear access lane into a road and in doing so displace residents who use this lane to walk to/ from their place of employment. It will also prevent children from playing in the lane. This application prioritises the private vehicle over walking which lacks accordance with both national and local planning policy.

As highlighted at the Committee site visit, the lane is narrow (2.3 m) and cannot accommodate pavements to make the proposal acceptable in road safety terms. Furthermore, land to the south of the lane is owned by 86 Queens Road who could fence this area off at any time thus removing a pedestrian passing point. Residents take issue with comments from the Road Officer who stated that the design of the access could be considered to be in compliance with Designing Streets. Designing Streets is adopted for all new residential development; not for change of use applications. In any event, Designing Street advocates against straight lengths of road, like the lane, as it encourages higher speeds of traffic. Likewise, the width of Mews streets (most similar to this) is suggested at 7.5m -12m in width; this lane is a mere 2.3m in width thus demonstrating that there is no space for vehicles and pedestrians to pass. Designing Streets also highlights to control traffic speeds block pavements or coloured asphalt should be used. Residents should not be required to contribute to the maintenance of this and ALL legal titles would be required to be updated at the cost of the applicant in recognition of that.

The applicant has not submitted a Waste Management Plan. Residents note their concern, having previously been disturbed at antisocial hours by commercial refuse collections, that a similar situation will arise. Should Councillors be minded to grant consent for this development residents would ask that a condition is placed on any consent requiring refuse to be collected after 7am in the interests of maintaining residential amenity.

The dwelling subject of this application does not lie in the West End Office Area; which ends at 70 Queens Road (currently being marketed for Class 4 use). The dwelling is located in a residential area (ALDP ref H1) that has a high standard of appearance and amenity, both in the attractive tree lined street and in the spacious rear gardens. The introduction of a non-residential use which requires the loss of their garden and 23 trees to operate would erode the character of and amenity of the residential area.

ALDP Policy NE5 - Trees and Woodlands and Supplementary Guidance Topic: Trees and Woodlands presumes against the loss of or damage to established trees and woodlands that contribute significantly to nature conservation, landscape character or local amenity, including ancient and semi-natural woodland which is irreplaceable. The loss of 23 trees required to accommodate car parking areas will impact on the character of this area and erode privacy enjoyed by the residents of 92 Queens Road and Earls Court. Both The Sub-division and Redevelopment of Residential

Curtilages (March 2012) (SRC) and policy NE5 of the ALDP presume against development that would result in the loss of established trees that contribute to the landscape character or local amenity. As such, the proposal lacks compliance with the above policy and guidance. SRC goes on to state that car parking must not dominate amenity space and presumes against development that is alien to the density, character and pattern of development in the residential area. The application requires that more than 50% of the garden area be lost for car parking; with car parking dominating the rear of the property. This is uncharacteristic of dwellings located in the local area; all of which enjoy large gardens and amenity space. The loss of garden ground will have a detrimental impact on both the setting of 94 Queens Road and neighbouring listed properties. ALDP Policy D5 only permits proposals affecting listed buildings if they comply with Scottish Planning Policy. Paragraph 141 of SPP directs that The layout, design, materials, scale, siting and use of any development which will affect a listed building or its setting should be appropriate to the character and appearance of the building and setting. Listed buildings should be protected from demolition or other work that would adversely affect it or its setting. Residents do not consider the proposal to comply with SPP. The erosion of garden ground to accommodate a car park is at odds with the character of listed buildings in this section of Queens Road and will adversely affect their settings.

SPP goes on to state 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 (paragraph 143). The proposal will have a detrimental impact on the character of the conservation area and lacks compliance with the guidance contained in SPP.

Residents are concerned that the development of a car park at 94 Queens Road will damage the integrity of their boundary with 94 Queens Road; specifically concerns are noted regarding the boundary wall and garden ground. To accommodate a car park at 94 Queens Road, ground adjacent to 92 Queens Road will require to be removed, with a retaining wall erected to contain ground under and adjacent to the carpark. However, the applicant has not submitted details of any retaining wall nor has he provided details to demonstrate that the integrity of both property and garden ground at 92 Queens Road will be maintained.

ALDP Policy NE6 presumes against development if it would increase the risk of flooding. The Storm Water Drainage drawing submitted by the applicant fails to relieve residents' concerns regarding surface water flooding; created by the introduction of a car park that dominates the rear garden. The Storm Water Drainage drawing could be for any development and provides little information of value. No Soak Away tests are provided nor has a Drainage Impact Assessment been submitted. Understandably, residents are concerned that the introduction of a hard surface with no drainage proposal will increase the likelihood of flooding at neighbouring properties. This is unacceptable and contrary to ALDP policy NE6.

No evidence has been provided by the applicant to indicate that the applicant needs to be located within a residential area. There are a number of properties being marketed within the West End Office Area that could satisfy their requirements; without encroaching into a residential area. Councillors acknowledged this at their site visit. All of these buildings are better placed to accommodate office use and in doing so, deliver the objectives of the Aberdeen City Centre Master Plan; whose key objective is to bring people back into the city centre. Enabling office development within a residential area is at odds with this and should not be supported.

Whilst it is recognised that the dwelling is currently on the market it has not been on the market for a sufficient period of time to demonstrate that there is no interest in the property for continued residential use. For planning purposes properties are expected to have been marketed for a 2 year period at a reasonable price. This has not happened. The property has only been marketed for 12 months at an unachievable price in today's climate. There are other properties within Aberdeen which have been marketed for a longer period of time that remain unsold. Approval of this application would create an undesirable precedent for similar applications for change of use of a residential dwelling in a residential area to office. This is unacceptable.

The Design and Access Statement states that the building cannot be altered to accommodate a flat development as it would compromise the integrity of the building. Issue is taken with this statement. There are plenty of examples in proximity to 94 Queens Road of properties that have sympathetically and successfully been altered to accommodate a flat development. It is contended that the property could be sympathetically altered.

To conclude it is evident that the proposal for the development of an office building at 94 Queens Road lacks compliance with local and national planning policy and should be refused. If approved it will result in vehicular and pedestrian conflict; will greatly reduce the residential amenity currently enjoyed by surrounding properties; have a detrimental impact on the listed status of the building and those which are located in proximity to it; create an undesirable precedent; detract from the objectives of the Aberdeen City Centre Masterplan and will create a use which is very different from that of a house and uncharacteristic of the residential area. There is no locational requirement for

an office in this location and with a number of properties being marketed in the West End Office Area there is no justification for the development of office accommodation within a residential area. For the reasons stated above residents wish to object to this application in the strongest possible terms and respectfully request that it is refused.

Yours sincerely,

Mr . David M & Mrs . KMA Fraser  
Residents of Flat 3 92 Queen's Road

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**From:** [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk)  
**To:** [PI](#)  
**Subject:** Planning Comment for 151795  
**Date:** 03 May 2016 15:33:14

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Comment for Planning Application 151795

Name : Mrs Skidmore

Address : 10 Bayview Road  
Aberdeen

Telephone :

Email : [REDACTED]

type :

Comment : I have serious concerns over the application to extend the parking at the rear of the property.

Access to and from the parking would presumably be from Bayview Road. The proposed access is no more than a long driveway which is so narrow it doesn't show on google maps and is not a through road .All traffic entering and exiting 94 Queens Road's parking would require to do so through this narrow lane, on to Bayview Road.

The current exit from this lane on to Bayview Road is difficult already. It is almost inevitable that the consequences of increased traffic using this lane will lead to double yellow lines either side of the lane and the consequent loss of parking this provides. It is also the loss of a residential building into commercial office space with consequent traffic and parking inceases, contributing in general to the change in the character of the conservation area from one of residential to one of business and commercial.

Bayview Road is a residential road with young children living there. Any increase in traffic due to the access required for the proposed additional parking will give rise to road safety issues.

I therefore think that the application for proposed extra parking at the rear should be rejected .

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**From:** [webmaster@aberdeencity.gov.uk](mailto:webmaster@aberdeencity.gov.uk)  
**To:** [PI](#)  
**Subject:** Planning Comment for 151795  
**Date:** 23 May 2016 13:24:42

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Comment for Planning Application 151795

Name : AngusDonaldson  
Address : Alma Cottage  
Drumaok  
AB31 5AD

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : Please accept this representation to the above applications.

I frequently visit queens road and was alarmed by this application. I believe it should be refused.

In particular and following consideration of relevant planning and roads information would comment.

It would appear that the applications are inconstant with Planning Policy and should logically be refused.

In particular my grounds and reasons for objection include:

&#8226;Pedestrian and traffic safety is ignored;

&#8226;Will set a precedent;

&#8226;Negative impact on both the character of this area ;

&#8226;Loss of garden for car Parking

.Can the applicant deliver the proposal or is it dependant on land outwith the applicants control

I trust the above will be taken into consideration

Angus Donaldson

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**From:** [REDACTED]  
**To:** [PI](#)  
**Cc:** [REDACTED]  
**Subject:** Planning Application no:151795 - 94 Queen"s Road, change of use from Residential to Commercial use  
**Date:** 18 May 2016 10:58:59  
**Attachments:** [Planning Application 151795 94 Queen"s Road.docx](#)

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Dear Sirs / Madam,

Please find attached our representation and comments / objections to the above planning application.

With Regards,

A.M. and S.E. McIntosh



Planning Application no: 151795 – 94 Queen’s Road, change of use from Residential to Commercial use.

Objection to the proposal from A.M. and S.E. McIntosh, 14 Bayview Road, AB15 4EY

Dear Sirs /Madam,

Having reviewed this application and its supporting documents in detail, we strongly object to this planning application for several reasons:

**The Permanent Loss of a Residential Property:**

The applicant, Messrs. Michael Gilmore Associates, present their case by stating that the property is “totally unsuitable as a house” and present a case which essentially says that office development is the only viable future for the property, we consider this to be a completely erroneous argument.

Michael Gilmore Associates, which we will refer to as MGA, state:

The property has been on the market for 6 months with no noted interest for residential use and that it would be difficult to sell as a family home, we would comment that in the current property climate in Aberdeen, 6 months is by no means a long time marketing a property, many properties in Aberdeen and in this area and of similar type have been on the market for much longer than 6 months, we contend that this is not necessarily due to this particular property but due to the general prevailing market situation in Aberdeen. We do not believe sufficient time or effort has gone into trying to sell this as a residential property.

Further, MGA note that the property is in an area zoned as a residential area but state that it is “only 250m from the western boundary of the West End Office Area” implying that is sufficient reason to ignore that boundary. In our view it is not an acceptable argument, boundaries are set for very good reasons and must be respected, otherwise there will be continuous commercial creep into residential areas until residential areas in the city centre are smothered.

MGA cite the successful operation of WA Fairhurst and Partners and of the Grammar School FP Club, however these are a different situation to that of 94 Queen’s Road. The FP club is on a substantial, individual site with adequate facility for parking, entry and egress with no detriment to the area. Fairhursts have maintained the character of their building and operate the business without detriment to the residential properties nearby via using the extensive parking facilities of the FP club. An office development at 94 Queen’s Road will cause a detriment and loss of amenity to the neighbouring residents, which we will return to later.

MGA essentially argue that offices are the only viable option, this argument is also erroneous, in our view. MGA state that the building is well suited to office use; we argue that it is even better suited to residential apartments if not as a single dwelling. The detailed plans and layouts of the property indicate that it would be more easily adapted to conversion to apartments than to offices. From the plans it appears that the building is already more than one dwelling.

MGA also argue that offices would be better for preserving the building and its internal features, we totally reject that argument. Office use is a radical change from residential use. In our minds, individually owned and maintained flats are always going to be better preserved as residential dwellings and looked after by owner / occupiers or even by residential tenants. It is a simple case of pride of ownership in your own dwelling. We contend that there would be significantly less alteration to the building, both internally and externally, to make it residential flats than to convert to commercial premises.

MGA quote “minor alterations” and “little or no impact on the amenity of the immediate surroundings and overall character of the area”, we disagree with both points, the character of the

area would suffer the detriment of further, continuing commercial development in a residential area by worsening the appearance of the building and loss of its garden grounds to a car park and by the increased traffic which a commercial development would attract. It is misleading to state that “minor alterations” would be needed to convert the building to offices. The alterations would be significant to accommodate the large number of workers in the building in terms of kitchens, toilets, rest areas, installation of business systems and IT systems, emergency exits, safety systems as examples.

On traffic access, the location of 94 Queen’s Road makes it totally unsuitable for commercial development. The front access to the building is close to the busy Anderson Drive / Queen’s Road roundabout and is immediately adjacent to a pedestrian crossing, increased and frequent traffic to the front of the building will certainly increase the risk to pedestrians and to moving traffic. Although the plans indicate little change to the garden and access to the front of the building, it seems inevitable that if the commercial development is allowed, the front garden is likely to go the way of many offices on Queen’s Road and be converted to a front car park, with associated advertising signage, which would certainly detract from the character of the area.

MGA state there is a strong demand for office accommodation in the West End of Aberdeen, we cannot accept that argument. If that were the case, why are there so many offices in the area empty, either for sale or for let?

We do not accept that there is a need for further office development in the West End of Aberdeen and even less of a need to encroach on a zoned residential area to provide it.

#### **Detriment to the Surrounding Area and particularly to Bayview Road:**

We now draw your attention to our particular concerns over the detrimental effect we believe the commercial development would have on Bayview Road, where we are resident.

Bayview Road is an attractive, residential street and our concern is that further commercial development in the area would attract and increase the general volume of traffic in the area.

It is proposed that, if the commercial development proceeds, as it appears the relevant authorities wish to do, then access to the offices will be via a narrow, private lane off Bayview Road. This will substantially increase the volume of traffic on the Queen’s Road end of Bayview Road. The access lane is not like other lanes in the area, such as Spademill Lane which takes two way traffic, it is a narrow private lane suitable for only one vehicle width and with that vehicle driven carefully and slowly, which is fine for its present use but not suitable for heavy use. The lane is used for access to residential properties and for access to the rear of existing properties, heavy traffic will put the residential users at increased risk.

It is proposed to make the lane one way, with entry only from Bayview Road and with the associated road signage, which would definitely make the area less attractive.

It is also proposed to restrict parking on Bayview Road to give greater visibility to the lane; this will definitely cause considerable difficulty for the residents of Bayview Road, in particular those at numbers 3, 4 and 5. There is residents parking only in force on Bayview Road, which is good as it allows residents the amenity of parking at their places of residence, however we are only allowed a maximum of two permits thus any additions to this for visitors and the like have to be found outside the immediate area. Residents’ parking is thus a scarce amenity and any loss of valuable residents’ parking would be a big disadvantage to the residents, which, unfortunately, MGA have given no thought, or consideration to in their determination to make the commercial development work.

The lane is narrow and cannot be widened to the North as it provides the boundary and retaining wall support to the garden at the front of no: 3 Bayview Road, to the South it provides the boundary and support to the changing ground elevation with the Margaret Duffus commercial property. Thus if the commercial development proceeds and the lane is used for access, it has to be done using the lane as it stands. The proposal in that case to install double yellow lines seems redundant to us because:

1. The lines would be to improve visibility, but if it is used for entry only from Bayview Road with no egress, then improved visibility (for egress) is not needed.
2. As we have stated, the lane entrance cannot be improved, it is what it is, narrow and with high walls and entry pillars, double yellow lines would do nothing to improve the already good visibility of this.
3. Entry to the lane, whether from the North or the South has to be done at slow speed and making a 90 degree approach, adding double yellow lines would not change this and will only inconvenience the residents of Bayview Road.

If it is considered that if the entry lane cannot be used as it stands that must beg the question of whether it is at all suitable for increased vehicular access.

Residential use for 94 Queen's Road would not require any modification to the lane.

Also, we suggest that if the commercial development does go ahead, in spite of the objections, more should be done to make the vehicular access and egress from Anderson Drive. The lane there is shorter and wider and if it is used for access to 94 Queen's Road only, then a simple traffic management system could be used to give priority to the emerging traffic in that lane.

**Conclusion:**

In summary, we do not believe this commercial development should be approved and that more effort should be made to develop the building for residential purposes and as flats, for example, if it truly cannot be sold as a single dwelling.

However, taking a more pessimistic approach and assuming that the commercial development goes ahead in spite of our and others' objections, we suggest that in terms of vehicular access, it is done in a way that has no detriment whatsoever to the residents of Bayview Road.

We thank you for your consideration of our comments and representations.

Yours faithfully,

A.M. and S.E.McIntosh

**From:** [REDACTED]  
**To:** [PI](#)  
**Subject:** Planning application 151795  
**Date:** 09 May 2016 22:29:59  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.png](#)  
[Planning letter 94 Queens Road GK.docx](#)

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Please find attached letter relating to planning application 151795.

Kindly confirm receipt of my objections.

Regards,

Grant Knight.

Centraflow AS

Grant Knight / Director



**Centraflow AS**

Professor Olav Hanssens Vei 7, PB 8034, 4068 Stavanger, NORWAY  
<http://www.centraflow.com>

5 Bayview Road

Aberdeen

AB15 4EY

Dear Sir/Madam,

I am writing to express my views on planning application reference 151795 in relation to 94 Queen's Road in Aberdeen.

I object to the planned change of use from residential to class 4 offices on the basis that the lane behind the building is unsuitable for additional vehicular access.

The lane is extremely narrow, and the high square pillars at the end of the lane closest to Bayview Road completely block the view of the pavements either side on Bayview Road when vehicular traffic is driving down the lane towards Bayview Road.

There are several families with small children living on Bayview Road or who use Bayview road as pedestrian access to surrounding streets. The back lane leading from Bayview Road to 94 Queen's Road already presents a hazard to pedestrians, and there are currently very limited amounts of traffic using the lane.

I have personally experienced several 'near misses' with cars coming down this lane when my children are walking along the pavement on Bayview Road.

Converting 94 Queen's Road into offices with associated additional parking would likely increase the frequency of traffic using this lane by a factor of 10 times.

Although a precedent has been set with large houses on Queen's Road being converted into offices, in most cases the rear lane behind these properties is as wide as a regular 'town street' and has good visibility at both ends. Spademill Lane illustrates this point – there is clear visibility at both ends and it's much wider than the lane leading from 94 Queen's Road to Bayview Road.

In addition to presenting a hazard to pedestrians, I believe that additional traffic exiting this lane will present a hazard to vehicles driving on Bayview Road due to the limited visibility at the end of the lane.

I believe that if planning permission is granted for a change of use in this case, there will subsequently be traffic related incidents which will lead to double yellow lines having to be painted on either side of the lane with associated loss of residential parking spaces on Bayview Road.

In addition to the traffic issues mentioned above, I believe that converting this premises to offices will detract from the nature of the conservation area in this location – currently being predominantly residential.

Yours sincerely,

Grant Knight.

**From:** [REDACTED]  
**To:** [PI](#)  
**Subject:** Objection to Planning Application 151795 94 Queens Road, Aberdeen  
**Date:** 07 May 2016 13:38:14  
**Attachments:** [IMG\\_20160507\\_120842.jpg](#)  
[IMG\\_20160507\\_121008.jpg](#)

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Dear Application Support Team

We wish to object to Planning Application 151795.

The proposal to change a residence into a class 4 office with extended parking is inappropriate for the following reasons:-

The access to the property is through a very narrow single track lane that winds its way past various obstructions. See the attached pictures. The lane serves a residential area where children play. The lane is not suitable for access by commercial vehicles. Safety hazards and risks would be introduced by this proposal.

Parking in the residential area of Bayview Road will become even more congested - we sometimes find that it is difficult to park near our home, even though we pay for residential parking. We are worried that the currently unoccupied offices in Spademill Lane already have the potential to tip parking in the area over the edge.

The residential West End of Aberdeen in our immediate area is being over run by the conversion of homes to offices. The amenity of the area is being degraded and no more home to office conversions should be sanctioned. (Note - Many of the conversions on Queens Road are currently unoccupied, indicating that the perceived demand for this type of office accommodation is simply not there). The West End should be preserved - not converted into amenity destroying offices for narrow financial gain.

The application is simply not compatible with the current use of buildings in this section of Queens Road and we request that the application is rejected.

Allison and Leslie Thomson

7 Bayview Road, Aberdeen

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## **94 Queens Road - Proposed Change of Use from Residential to Class 4 Offices**

151795 - 151796

### **General.**

Residents of 92 Queens Road will be unable to safely exit the rear of their property by foot or by car.

They will be met by head on traffic every day.

This proposal will erode the privacy of residents of 92 and prevent them enjoying their home.

This is a Listed Residential Building in a Conservation Area. (Albyn Place/Rubislaw)

This is located in a residential area outwith the designated West End Office Area.

There is a huge surplus of office space in Aberdeen amounting to thousands of square metres available now and under construction (eg Marischal Square, The Capital, Silver Fin). In addition dozens of offices lie empty within the designated West End Office Area (26 along Queens Road and Albyn Place alone). It is the objective of Aberdeen City Centre Master Plan to bring people back into the city centre. Enabling office development within a residential area, especially in a Conservation Area, is at odds with this Master Plan and the Council's adopted view.

Businesses are closing down thus vacating more office space and there is no demand for offices in a non-designated area to the extent that a Conservation Area should be destroyed to exacerbate the problem of surplus office supply in the city.

### **The Rear Lane.**

This is a narrow private lane which was a dirt track until recently and cannot accommodate two way traffic.

It is not controlled by Aberdeen City Council and is not subject to Traffic Enforcement Orders. There is no lighting, no footpath and no provision for gritting in winter.

The latest drawing from Cameron Ross is misleading and shows two way traffic on a lane which is only 2.30 m wide which will require blind, unsafe reversing along the lane. How will the Council control this? Will traffic lights be installed at Bayview Road and at various points along the lane to prevent conflict? The drawing also indicates a potential "Turning Area" (There is no width to turn a car) and hides the fact that a gate exists at this point to allow pedestrian access for residents to/from Earl's Court Gardens.

How will the Council maintain pedestrian safety?

Unlike Spademill Lane there are no footpaths and due to the narrow width it is impossible for vehicles and pedestrians to pass safely. Approval of this application would show a preference for private vehicles rather than pedestrians which is at odds with Scottish Planning Policy and Aberdeen City Council's own planning policy.

The drawing proposes too many confusing signs and the question of how they will be fixed is raised? They cannot be attached to walls in a Conservation Area.

Who will maintain and pay for the increased wear and tear of this lane damaged by increased traffic flow? There are at present 18 shares in this lane and they cannot be penalised for the development of an office to which they object.

### **Privacy.**

Residents of 92 at present enjoy reasonable privacy in their rear garden which at present is at a dead end. This will be eroded by increased traffic and a through road. This conflicts with "The Sub-division and Redevelopment of Residential Curtilages (March 2012)" which states that developments should not reduce privacy currently enjoyed by residents. It also conflicts with Policy H1 which presumes against uses such as that proposed that would have a detrimental impact on residential amenity. In addition it would also negatively impact on the listed status of 92 Queens Road which conflicts with the policy of Historic Scotland.

This development will create disturbance by the constant coming and going of people and cars visiting the proposed carpark to a level of activity beyond what should be expected of a domestic garden especially in the summer when residents make constant use of the garden.

The loss of garden at 94 (more than 50% loss) to make way for a carpark is uncharacteristic of this Conservation Area and this carpark will dominate the area contrary to "The Sub-division and Redevelopment of Residential Curtilages (March 2012)"

The development does not provide sufficient car parking spaces to accommodate staff and visitors to the proposed office block and therefore drivers, finding no spaces at 94, will avail themselves of our car park spaces at 92 should they see an empty space. This will not be accepted as these spaces are owned by the residents of 92 Queens Road and are not there as an overflow carpark to an adjacent office development to which we object. This will cause serious conflict between residents and visitors to 94. In addition parking on Queens Road is very restricted and will force drivers to find space on Bayview Road and Rubislaw Den South to the annoyance of residents in these areas.



**Existing Building at 94.**

This residence has been on the market for a relative short period of time and the evidence from Savills is that despite the downturn in the oil and gas industry there are no difficulties in selling buildings over £1 million provided they are priced at a realistic level for the present day market. Sales of homes priced at these levels compare similarly with the same period one year ago and dwellings of a similar price to 94 Queens Road are selling. This home will sell at the right price.

**Other Matters.**

No Transport Impact Assessment has been submitted to identify the impact of additional traffic into the local road network especially around Anderson Drive and Bayview Road in particular in terms of road safety. 16 cars are proposed to park at 94 yet no evidence of how the lane's junction with Anderson Drive can cope has been submitted. Likewise no evidence has been submitted to demonstrate that the lane's junction with Bayview Road can cope with an additional 160% increase to that which the lane currently accommodates. Furthermore as these trips are predominantly in the am and pm peak times the effect will be much greater.

No Waste Management Plan has been submitted yet the level of noise and disturbance from the collection of office waste will impact on residents of 92 and traffic flow at a precarious location between Anderson Drive roundabout and the pedestrian crossing.

On occasions this lane has been blocked for maintenance work eg last Friday and Saturday BT vehicles blocked the lane for 2 hours on each day to work by hydraulic hoist to repair lines on a telegraph post. Recently the lane was blocked for days at the Bayview Road for construction works to an adjoining property.

Being a Conservation Area it is assumed that trees within 94 plot are protected by a Tree Preservation Order as is the case with our trees at 92. It appears that this has been overlooked in the proposal for an extensive carpark at 94. Policy NES of the ALDP demands that developments should not result in the loss of established trees that contribute to the landscape character or local amenity.

**Summary.**

Based on the above reasons we at 92 Queens Road strongly object to this application and respectfully request that it is refused as it contravenes local and national planning policy. It will increase traffic by 160% on a very narrow lane creating vehicular and pedestrian conflict, will greatly reduce the residential amenity currently enjoyed by surrounding properties and will detract from the objectives of the Aberdeen City Centre Masterplan. There is no requirement for additional office space in Aberdeen's oversupplied market.

**The Residents of 92 Queens Road**

**From:** [Kristian Smith](#)  
**To:** [PI](#)  
**Cc:** [Paul Williamson](#)  
**Subject:** FW: Opposition to Planning proposal re 94, Queens Road, Aberdeen  
**Date:** 17 May 2016 14:55:38

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Representation for Paul's application, following recent re-notification of neighbours. Can you smartsave and acknowledge, etc.

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

From: Derek Watt [REDACTED]  
Sent: 17 May 2016 14:52  
To: Kristian Smith  
Subject: Opposition to Planning proposal re 94, Queens Road, Aberdeen

>

>

> Dear Sir,

> I own a property at 108c, Anderson Drive and wish to notify you of my objection to the application for a change of usage at 94, Queens Road. The applicant, I believe, withdrew an earlier application, some years previously, before it was fully considered, presumably on the realisation that there was validity in objections presented at that time. I believe that the points which were raised then, remain valid in terms of the likelihood of serious negative impact on the immediate area and therefore appeal to the council to reject the application.

> I highlight the following points for your consideration:

>

> The locality is predominantly residential and, indeed, is adjacent to twenty four apartments at the Earls Court development. A busy oil office with staff and visitor cars, delivery vehicles etc would raise noise in this area to unacceptable levels and impact on the quality of life of all residents.

>

> The proposed office development is within very close proximity to one of the city's busiest and congested intersections. I trust that the Council will consider the potential for real safety issues arising to other road users and pedestrians from vehicles turning into the development shortly after leaving the Queens Road / Anderson Drive roundabout, particularly during peak periods.

>

> The proposed one way system would set a dangerous precedent in terms of traffic routed via narrow lanes. This would result in inevitable conflict between speeding delivery vehicles etc and pedestrians.

>

>

> I trust you will consider these objections carefully and conclude that a change of use for 94, Queens Road would be wholly inappropriate.

>

> Yours sincerely,

>

> Derek Watt

>

>

>

>

>

> Sent from my iPad

**3 Bayview Road  
Aberdeen  
AB15 4EY**

The Director  
Aberdeen City Council  
Planning & Sustainable Development  
Communities, Housing and Infrastructure  
Aberdeen City Council  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

10 May 2016

Dear Sir

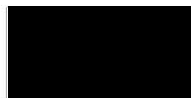
**SHAUN A GEORGE  
94 QUEEN'S ROAD, ABERDEEN  
PLANNING APPLICATION; CHANGE OF USE FROM RESIDENTIAL TO CLASS 4 OFFICES  
EXTENDED CAR PARKING TO REAR REF: ~~15195~~ 151795  
APPLICANT: MONDEN OFFSHORE SERVICES  
YOUR REF: KS/LM**

I refer to the above application for planning permission to convert 94 Queen's Road, Aberdeen from residential to office accommodation.

I wish to object to this application.

The only access to the proposed car parking area to the rear will be off an unnamed lane leading from Bayview Road between numbers 1 and 3. Bayview Road is an almost exclusively residential street with a number of homes occupied by parents with young children. The existing traffic flow up and down Bayview Road is already considerable. The proposed change of use will lead to additional access to and egress from the lane with a significant risk of accident. The lane in question is inappropriate for increased traffic. It is very narrow and does not allow for vehicles to pass. The additional traffic using the lane will also increase disturbance for those residing in the adjoining properties.

Parking spaces are already at a premium on Bayview Road. The existing office use is likely to lead to additional vehicular traffic, causing inconvenience to the local residents. The loss of garden ground also appears to be contrary to the protection of the environment.



I trust that my objections will be taken into account when dealing with this application.

Yours faithfully

Shaun A George