

**CRAIGIEBUCKLER AND SEAFIELD COMMUNITY COUNCIL**

Head of Planning and Sustainable Development  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
Aberdeen

10 Craigiebuckler Drive  
Aberdeen AB15 8ND

30 July 2013

Dear Sir/Madam

Application Number **PI30820**

Applicant: Dandara

Zone H Hazledene Residential development of 48 dwellings with associated roads and landscaping addressing Conditions 4 and 23 of Planning Reference A8/0530 (Construction method statement and access/siting/design and external appearance and landscaping)

We oppose the construction of 48 dwellings on this site because, combined with the remainder of the planned residential development within the Pinewood/Hazledene site, it will generate a volume of additional traffic sufficient to cause congestion at the following locations:- Countesswells Avenue's junction with Countesswells Road, Countesswells Road's junction with Springfield Road and Seafield Road's junction with Anderson Drive. Those junctions were designed to cope with the traffic volumes of the 1960s and 70s and therefore are wholly unsuitable for the extra traffic movements that would be generated by this development.

There is no indication in the above referenced planning application that the Developer is prepared to contribute to any alterations to the above mentioned aspects of the roads infrastructure that may be required to facilitate the extra traffic movements, which will inevitably be generated by this development in combination with the remainder of the dwellings proposed for construction on the Pinewood /Hazledene site.

The Countesswells/Springfield Road junction is already over its capacity during peak times with long queues of traffic waiting to negotiate it.

Countesswells Avenue, the only access to the site, is a residential street. The noise of construction would cause disturbance and adversely affect the quality of life of its residents.

48 dwellings on this site, when added the Applicant's other planned developments at Pinewood/Hazledene, will impose additional burdens on the health and educational provisions in this area. We submit that there seems to be no indication from the Applicant pertaining to an intention to contribute towards the additional costs that are likely to be incurred by the education and health services as a result of the localised increase in population engendered by the urbanisation of the site.

The fields of Pinewood and Hazledene feature a number of natural springs. Consequently the land is often waterlogged and reverts to its natural state. Even when it was under cultivation in the 1960s, when the drainage ditches and channels, referred to in the Applicant's field drainage works drawing, were less likely to have been in a state of neglect, the surface water overflowed the boundary walls and flooded a number of properties in Burnieboozle Crescent.

The houses bordering Zone H have, from time to time since the 1960s, been flooded by water from the field, which is the subject of the Applicant's planned residential development. The last major flooding event was in September 2009.

Further flooding has been prevented by virtue of a French drain installed by Aberdeen City Council. However, according to page 23 of the Applicant's "Design Statement" there is a list of 'streetscape materials' which essentially must be capable of running off rainwater, but as the site has a natural incline towards the existing houses, we contend that there may again be a possibility of the neighbouring properties in Burnieboozle Crescent being flooded.

Indeed, the Applicant's intention to create a varying coverage of hard surfaces is difficult to reconcile with the agricultural system of subsoil, herringbone field drains which the Applicant states, on 'Drawing Nr: ABR\_HAZ\_902', "will be cleaned and reshaped to avoid obstruction and maintain flow". In our view, the excavations needed to build houses and create a network of roads and paths, combined with the overlay of hard surfaces will disrupt the natural springs and constrain the water table so that it is forced to the surface in the curtilages of properties within the site or in Burnieboozle Crescent. We are not convinced that cleaning field drains, which bear little relationship to the surface coverage of an urban environment, will significantly contribute to solving the ongoing problem of flood prevention in the area referred to as Zone H. Field drains were meant to prevent the flooding of agricultural land, not an urban landscape.

We question robustness of the Applicant's flood prevention strategy. For example, the Applicant seems to have provided no estimate of the capacity of the North and South Detention Basins. Furthermore, the ability of the 'wetland park' to cope with a rapidly rising water table seems to be speculative.

Although the Applicant has stated that the attenuation ponds will have a fences round their boundaries, we are concerned that those bodies of water will be safety hazards for children at play. We are mindful that this is to be a new residential development, which is likely to be the home to a number of young families and therefore feel compelled to doubt that the creation of attenuation ponds is a safe solution to the problem of flooding on this site.

Yours sincerely  
William Sell  
Chairperson

# MEMO



ABERDEEN  
CITY COUNCIL

To	Gavin Evans Planning & Infrastructure	Date	05/08/2013
		Your Ref.	P130820 (ZLF)
		Our Ref.	TR/RB/1/51/2
From	Roads Projects		
Email	<a href="mailto:rbailie@aberdeencity.gov.uk">rbailie@aberdeencity.gov.uk</a>		
Dial	01224 522161		
Fax			

Roads Projects  
**Enterprise, Planning & Infrastructure**  
Aberdeen City Council  
Business Hub 4  
Ground Floor North  
Marischal College  
Broad Street  
Aberdeen AB10 1AB

## Planning application no. P130820

Site between, Zone H Countesswells Road, Hazledene Road  
Zone H Hazledene Residential development of 48 dwellings with associated roads and landscaping addressing Conditions 4 and 23 of Planning Reference A8/0530 (Construction method statement and access/siting/design and external appearance and landscaping)

I have considered the above planning application and have the following observations:

### 1 Development Proposal

1.1 I note that the application is for the proposed Zone H Hazledene Residential development of 48 dwellings with associated roads and landscaping addressing Conditions 4 and 23 of Planning Reference A8/0530 (Construction method statement and access/siting/design and external appearance and landscaping).

### 2 Condition 4

2.1 Condition 4 refers to the method statement and that it must address the temporary measures proposed to deal with surface water run-off during construction. I note that French drainage has been proposed and the Flooding Team are satisfied with this level of treatment and positioning to deal with surface water runoff during construction.

### 3 Condition 23

3.1 A swept path analysis is to be submitted showing a refuse vehicle accessing all parts of the site.

### 4 Conclusion

4.1 Once the above requested data is submitted and approved these conditions will be purified.

Gordon McIntosh  
Corporate Director

# MEMO



ABERDEEN  
CITY COUNCIL

To	Gavin Evans Planning & Infrastructure	Date	07/11/2013
		Your Ref.	P130820 (ZLF)
		Our Ref.	TR/RB/1/51/2
From	Roads Projects		
Email	<a href="mailto:RBaillie@aberdeencity.gov.uk">RBaillie@aberdeencity.gov.uk</a>		
Dial	01224 522161		
Fax			

Roads Projects  
**Enterprise, Planning & Infrastructure**  
Aberdeen City Council  
Business Hub 4  
Ground Floor North  
Marischal College  
Broad Street  
Aberdeen AB10 1AB

**Planning application no. P130820**

**Site between, Zone H Countesswells Road, Hazledene Road**

**Application for matters specified in conditions of permission ref A8/0530 - relating to means of access, siting, design and external appearance of the buildings, and landscaping of zone H only, for 48 dwellings (condition 23); and measures for the control of surface water runoff during construction across the whole Hazledene site**

I have considered the above planning application and have the following observations:

## **1 Development Proposal**

1.1 I note that the application is for the proposed Zone H Hazledene Residential development of 48 dwellings with associated roads and landscaping addressing Conditions 4 and 23 of Planning Reference A8/0530 (Construction method statement and access/siting/design and external appearance and landscaping).

## **2 Condition 23**

2.1 I note that I previously requested swept path analysis be submitted showing a refuse vehicle operating in the proposed development. After discussion the layouts have now been agreed as per drawing No. 914 Rev 6. The exact location of the drop kerb crossing point and bus stop have been moved to avoid conflict with the junction, the exact location of these can be discussed and agreed through the RCC process. This condition has now been purified.

**Richard Baillie**  
Engineer

Gordon McIntosh  
Corporate Director

PI

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**From:** webmaster@aberdeencity.gov.uk  
**Sent:** 02 August 2013 22:29  
**To:** PI  
**Subject:** Planning Comment for 130820

Comment for Planning Application 130820

Name : Caroline Strachan  
Address : 16 Countesswells Crescent  
Aberdeen  
AB15 8LP

Telephone :

Email : [REDACTED]

type :

Comment : I would like to object to the proposal to link the new development to Countesswells Avenue. It is not clear to me from the documents presented online the justification for accessing the development from Countesswells Avenue and Countesswells Road creating an unnecessary through road. Has a traffic assessment been carried out for this access arrangement?

If the proposed access is to go ahead I would have hoped as a minimum the developer would have considered the upgrade of Countesswells Avenue to include traffic calming measures. The developer has proposed traffic calming measures for the development but does not appear to have included the newly created through road at Countesswells Avenue. It appears that we are being left with a lower standard of road safety just because it is a pre-existing road.

Countesswells Avenue is on the school route for children in this area going to Airyhall Primary School and it is currently a quiet road with moderate traffic flow with no traffic calming and no through road. The link to the new development will undoubtedly significantly increase traffic in the area and I strongly believe there is a road safety issue that must be addressed by the developer. As a minimum traffic calming should be introduced with road narrowing, speed bumps and a statutory 20 mph speed limit. I would like to see the access proposals presented by the developer addressing all forms of transport in the surrounding area (e.g. provision of cycle paths) and not just limited to the boundary of the development.

**Robert Vickers**

130820

**From:** MORRISON, Barry (WGPSN) [REDACTED]  
**Sent:** 30 July 2013 14:02  
**To:** PI  
**Cc:** [REDACTED]  
**Subject:** comment on Proposed change to planning application Zone H

Dear Sir or Madame,

Currently being a home owner residing at Countess wells Terrace , I would like to formally submit my concerns with regards to the previously agreed outlined planning consent submitted by Dandara it now seems that there has been a major last minute change to link access to the residential estate on Hazledene road via countess wells avenue. This proposal would undoubtedly, if agreed cause a major impact on access in and around Countess wells avenue especially at peak travel times due to i can only assume a vast number of commuters deciding to re-route through this road in order to shorten their journey time to & from work and also avoid cueing at the traffic lights on Springfield road. My Rationale behind the above comments is commuter traffic taking short cuts through residential areas was a major problem in the same area namely commuters using Hazeledene Road to cut through to Countesswells road & craigton Road, this has now ceased due to the road being gated at one end, if this proposed plans are accepted the Traffic problem then reemerges at a different ponit on countesswells road unless of course the decision hinges on erecting a gate at the end of the avenue that is ?. Please feel free to respond to my concerns as i would be more than happy tro discuss these further.

*Barry Morrison*  
*Decommissioning Engineer*



*John Wood House*  
*Greenwell Road, Aberdeen, AB12 3AX*  
*Direct Dial: [REDACTED]*  
*Main Switchboard: [REDACTED]*  
*Energy Supporting Energy*

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PI

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**From:** webmaster@aberdeencity.gov.uk  
**Sent:** 31 July 2013 15:43  
**To:** PI  
**Subject:** Planning Comment for 130820

Comment for Planning Application 130820.

Name : Ruth Bannister  
Address : 17 Countesswells Avenue  
Aberdeen AB15 8LJ

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : I object to the proposed vehicular access to the site "Zone H" as proposed on the drawings and in the application. Countesswells Avenue is already a busy route and further two way unrestricted traffic could make the road hazardous to existing residents, pedestrians and visitors to properties. As access to the site appears to depend on direct access from Countesswells Avenue I have great concerns regarding road safety. Parking on Countesswells Avenue by visitors to the residents may also pose a traffic hazard as many existing properties do not have the facilities for extra vehicles to be parked in their driveways. I am happy for the bus service to be maintained using Countesswells Avenue and would welcome further consideration being made towards achieving either a completely different route for access to "Zone H" or a method of restricting the volume and speed of through traffic when using Countesswells Avenue.

PI

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**From:** [REDACTED]  
**Sent:** 29 July 2013 19:06  
**To:** PI  
**Subject:** Planning Application 130820 Comments  
**Attachments:** Dandara\_Zone\_H\_Drainage\_comments\_July\_2013.docx

Dear Sir/Madam

Please find attached my comments regarding planning application 130820  
Zone H Hazledene Residential development of 48 dwellings with associated roads and landscaping  
addressing Conditions 4 and 23 of Planning Reference A8/0530

Best Regards

Robert Frost  
55 Burnieboozle Crescent  
Aberdeen  
AB15 8NR  
[REDACTED]



55 Burnieboozle Crescent  
Craigiebuckler  
Aberdeen  
AB15 8NR

29 July 2013

Dear Sir/Madam

Planning Application 130820

Zone H Hazledene Residential development of 48 dwellings with associated roads and landscaping addressing Conditions 4 and 23 of Planning Reference A8/0530 (Construction method statement and access/siting/design and external appearance and landscaping)

I would like to make some comments regarding the planning application 130820 detailed above relating to drainage and the creation of a SUDS and wetland area to create a wetland park.

- Can you confirm what the most recent Drainage Impact Assessment is, I commented on one by Cameron Ross Consulting Engineers on 05 March 2012.
- Did the Drainage Impact Assessment take into account of flooding in Burnieboozle Crescent that dates to the 1960s where there have been on going flooding problems from the then council owned fields. After flooding at 59 Burnieboozle Crescent in the 1960s a drain was installed by the council in the field behind no.59 and was routed through the garage at the property and connected into the surface drains on Burnieboozle Crescent. A major flooding event happened on 3-4th September 2009 and again in November 2009.
- Are you able to confirm if the creation of a SUDS and wetland area to create a wetland park is designed to reduce of flooding in the future, eg. is it designed to cope with a one in 200 year event?
- On the field drainage works plan, (drawing Nr:ABR\_HAZ\_902) there is little detail of the existing drainage channels and ditches, can you confirm if there are more detailed plans that state dimensions of the field drains and likely flow rates etc. to enable calculations to be made regarding what the overall capacity is.
- Are there calculations available that were used to calculate the flooding risk from the run-off from the surrounding area?
- Will the existing surface water drains be able to cope with the additional water from the whole development? There appears to be no new surface water drains apart from the proposed french drains in a "herring bone" design but these will be connected to the existing drainage channels. So will these channels be able to cope with the additional flow?
- On the field drainage works plan, (drawing Nr:ABR\_HAZ\_902) it states that existing channels & drainage ditch to be cleaned and reshaped to avoid obstruction and maintain flow. I understand that these existing drainage ditches and drains are likely to be in a poor state of repair possibly with old and crumbling clay pipes. Will these not be replaced with new drains meeting modern standards?

- Once the Dandara development is completed who will be responsible for maintenance of the drainage ditches ensuring they are clear. Will they be checked for obstruction by tree roots etc?
- Will the landscape and planting strategy take into account possible impact of drainage channels by tree roots over in the next 5-10 years?

In years to come if there is a flooding event from surface water coming from the SUDS and wetland park that impacts properties on Burnieboozle Crescent and Countesswells Crescent who will be legally responsible? Is it likely for the Council to adopt the roads and services including responsibility for flooding and maintenance of drains from the current owner of the Development?

Yours Faithfully

Robert Frost

29 Monymusk Terrace  
Craigiebuckler  
Aberdeen AB15 8NX

Your ref. 130820/130983/130994/131027

24<sup>th</sup> July 2013

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

Dear Sir/Madam

**Site between Countesswells Road, Hazledene Road, Pinewood Countesswells, Aberdeen.**

**Application No. 130820**

Plan Local Authority ref. -000064755-001  
Zone H Hazledene Residential development of 48 dwellings with associated roads and landscaping addressing Conditions 4 and 23 of Planning Reference A8/0530 (Construction method statement and access/siting/design and external appearance and landscaping)

**Application No. 130983**

Plan Local Authority ref. -000067131-001  
Approval of matters specified in conditions 9 (landscaping scheme) 11 (provision of open space) and 12 (drystone walls works) of A8/0530 in relation to the proposed residential development.

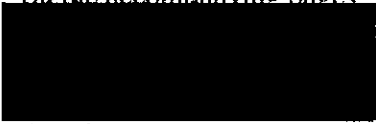
**Application Ref.130994.**

Local Authority ref. 000066884-001  
Zone A Hazledene Residential development of 50 dwellings with associated roads and landscaping addressing condition 23 PA reference A8/0530 access/siting/design and external appearance and landscaping

**Application Ref. 131027**

Local Authority ref. 000067534-001  
Pinewood Residential Development Approval of Conditions 2, 3, 6, 7, 9 and 10 of Planning Application Ref A7/2178

I respond to the invitation to engage and make representation to express my concerns over the above Planning Applications which I oppose on the basis of the following issues detailed on the accompanying pages



Roy Summers

## COMMENTS

The development proposals submitted above to the City Council and Planning dept., raises concerns on the issues of Security, Privacy, Flooding , Roads, Paths and House locations.

Comments on the these issues are given in the following pages. This is a major development of 50 plus houses, and as such creates long term issues for the householders who live on the boundary of the development site. The following are my concerns.

The plans presented by the developer address many of the key issues for the quality of life and environment for the future dwellers of the development but does little to address, integrate and balance the interests of the existing residents as part of this plan. Little of this is recognized nor reflected in the submissions from the developer.

### Roads & Paths

The ADLP provides for 150 houses in Hazledene, and 150 houses in the Pinefield area.

The first stage of the development proposal outlines development for Zone A with 50 houses. This has immediate implications for the existing householders on the site's east boundary where a 'core path' shows on the core path plan approved by the Council (approx. 2008.) Existing householders did not know about this.

There is a generous allocation within the Zone A design for landscaping, roads, the retention basin, and a border for SUDS management at the west/south west of Zone A. the orientation of this layout concentrates the planned properties against the 'core path' line and consequently the existing housing when the site offers greater opportunity to provide a better balance by positioning the plan more to the west where there are no existing residents and where there is a 'no impact' area at the tree & the SUDS shrub belt adjacent to the Hazlehead wooded area . A repositioning of this would relax the impact on the existing residents. Previous design for development have shown a less compressed layout and better allowance for the core path to function as the Scottish Office Planning policies intended.

#### **Extract from Designing Streets – Scotland.gov.uk**

“Short culs-de sac may occasionally be required because of topography, boundary or other constraints. **Caution must, however, be exercised when planning for culs-de sac, as they concentrate traffic impact on a small number of dwellings, require turning heads that are wasteful in land terms and lead to additional vehicle travel and emissions, particularly by service vehicles**

#### **Road access from Hazledene**

To date the Council has opposed road widening (ref. Dobbies) and any site access from Hazledene Road. Possibly due to the network of underground water springs which cause regular

flooding to the area particularly at the point which appears as the proposed entry to the site at Zone A from Hazledene Road. Even more so from the underground water sources approx. 150 yards to the west of the proposed site entry.

### Proposed Footpath

The Plan shows the footpath on the submitted plan to run against the line of the existing properties compromising the security and privacy levels which exist today. While I appreciate this is identified as a 'Core Path' within the local core path plan, previous planning submissions have allowed greater degrees of space to the path than is showing on the plan design for Zone A. When is a core path not a core path? When it becomes a confined back alleyway which in real life terms will be significantly restricted and 'confined', proving suitable for unsocial activities.

In no way can this be regarded as safe & secure adequately serviced by 'passive surveillance' nor as a **"wide, well lit and well overlooked with active frontages"**. with the higher style housing in the new development, and the existing tree boundaries of the site. More space is needed for the core path route to allow a more open and secure environment.

### **Extract from Designing Streets – Scotland.gov.uk**

Through connections for pedestrians and cyclists should be provided where possible but **should be wide, well lit and well overlooked with active frontages"**

"The public realm is defined by height as well as width or, more accurately, the ratio of height to width. It is therefore recommended that the height of buildings (or mature trees where present in wider streets) is in proportion to the width of the intervening public space to achieve the level of enclosure appropriate to the character and function of the street. Where building height is increased, it is important to avoid creating spaces with an oppressive or claustrophobic nature

### **House locations adjacent to Core Path**

The most concerning of the locations is the proximity of the large houses numbered as units 14 (in particular), & to a slightly lesser extent 13 & 15 all of which are being "pushed back" to accommodate a turning loop containing a shrubbed island, and also to accommodate the very large garden of the larger(est) house No. 4 adjacent to the drainage basin in the North East corner of Zone A. The design layout impacts on the core path functionality and consequently the security & existing privacy of the houses along the east boundary line. My own property at 29 Monymusk Terrace will be less than 15 metres from the conservatory of house unit No. 14. This distance includes the 1.8 metres width of the channelled core path. This compression of space contributes to a loss of amenity, significant reduction of privacy, and creation of an oppressive and claustrophobic alley way.

### **Extract from Designing Streets – Scotland.gov.uk**

"Short culs-de sac may occasionally be required because of topography, boundary or other constraints. **Caution must, however, be exercised when planning for culs-de sac, as they concentrate traffic**

**impact on a small number of dwellings, require turning heads that are wasteful in land terms and lead to additional vehicle travel and emissions, particularly by service vehicles**

### **Security of existing properties**

#### **Basis of security concerns:**

To date even with the current light pedestrian traffic we as a group of neighbours resident on the boundary pathway have had to endure stone throwing at our doors and windows by passing groups of youths in the evenings.

An elderly neighbour 2 doors along had her rear windows broken, which has caused some anxiety and worry to resident on the east boundary.

#### **Noise pollution**

Already we hear the noise of bikes & scooters at the log pile some 100 yds from our rear boundaries, and we have real concerns that the upgraded tarmacadamming of this path will encourage unsocial traffic along this route. The fencing at the rear of the properties have prevented intrusions by dogs into our garden, and I really cannot see that it would be fair to the existing householders to impose a narrow lane along this route.

#### **Loss of amenity and privacy**

Many of the current properties are occupied by older people who are very vulnerable and will feel even more insecure with the environment which the path in its current proposed form will create. These security issues will also result in further loss of privacy and security for the existing residents.

#### **Ref. Extract from *Designing Streets* – [Scotland.gov.uk](http://Scotland.gov.uk)**

“the need for crime prevention, including the provision of defensible private and communal space, and active, overlooked streets (An appropriate mix of uses can often encourage activity and movement at all times.)”;

“Development proposal shall include measures to design out crime and design in safety”.

#### **Ref. P185 – ALDP**

External lighting shall take into account residential amenity and minimise light spillage into adjoining areas and the sky

Dandara state in their plans that further landscape planting of shrubs will occur “to deter intrusion into existing properties”. If the “growth planned” can be quantified in time terms , as to

what longer term steps are being taken to ensure the existing gardens are not to be even more vulnerable in the short term, or in the longer term where the growth planned fails.

### **Flooding**

The water management and the consequential feed into existing drains and culverts will be based on the original capacities considered when the existing systems were designed and constructed.


Given the amount of marshy land in this area and the network of underground springs, along with the excesses of water which prevail along the Hazledene roadways and paths it remains questionable whether enough research into the impact of the water throughout this site is fully understood in terms of what effect the development will have not only on its own proposed housing programme, but also on the existing housing adjacent to the site.

I understand from neighbours who have been in occupation since the building of the existing properties that there was a considerable accumulation of water in the foundations of the existing houses when they were first built, and that draining of the foundations of those properties took 2 – 3 weeks.

Assurances are needed from the Council (& SEPA?) that the SUDS systems can cope with the current levels of flooding and rainfall which the current day climate changes now deliver to this area.

I ask that the issues and concerns highlighted in this letter be reflected in the final plan and that the planning department includes the enhancement and modifications necessary to respect the position of the existing householders on the security and privacy, and amenity issues. to fully reflect the Council's own approved ALDP and Aberdeen City's position in the NPF2 for Scotland. i.e." protecting and enhancing the quality of natural and built environments, and the building of safer communities".

Improvement of the quality of life in such a development seeking to align with the Local Plan, applies to existing householders as well as to the new development of homes proposed.



Roy Summers – 12<sup>th</sup> July 2013  
29 Monymusk Terrace, Aberdeen.



## Robert Vickers

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**From:** webmaster@aberdeencity.gov.uk  
**Sent:** 20 July 2013 01:37  
**To:** PI  
**Subject:** Planning Comment for 130820

Comment for Planning Application 130820

Name : Allan Dalgarno  
Address : 18 Countesswells Crescent  
Aberdeen  
AB158LP

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : Dear Aberdeen city council,

I am writing with reference to the proposed Dandara development situated between Hazeldene Road and Countesswells road. I would like to object to section H of the development to open Countesswells Avenue to allow access to the new development. Reasons for this are that this road has been a dead end for many years, to open it now would be a great concern for safety as there are many elderly people and people with young families who live within the countesswells Avenue and surrounding streets. It would be a great safety issue to those whom are elderly and children as if fast moving cars were to start using the street children who are used to it being quiet may still run into the road when playing and also the elderly may not be able to move fast enough out of the way with an increased level of traffic as there are no crossings at the moment and there does not seem to be on the plans for the development.

When I first looked to move to the area an attraction was that it is very quiet with hardly any traffic and the fields in which the new development are proposed were previously zoned as green belt which meant that building on them was not going to happen in the future. They are also an excellent place to walk and with access to Hazelhead park. The fields are used by many dog walkers and children who play in them. In the design there are not many green spaces for people to walk or for children to play.

As you are probably aware the bus service to countesswells avenue has been made to operate less hours as it is not used by many people after a certain time, surely by opening the road it will increase pollution in the area, with more buses circulating which may not be used any more than they are now. Many house holds have many cars and with the proposed housing aimed at families I would imagine would have on average 3 cars. That is a lot of traffic to be coming through a once dead end quiet street. If access is granted from Hazeldene road and also countesswells avenue commuters will most certainly use this as a rat run to beat traffic from one side of town to the other which again raises pollution and safety issues, even if traffic controlling measures were put in place i.e speed bumps or 20MPH zones .

While the development is taking place I would imagine this would not allow access through to the woods and also Hazelhead park this would be very disrupting to the residence of countesswells.

There are many animals which have taken up habitation in the fields in which the development is proposed what concerns me is what will happen to these animals and where will they go?

There are many parts along countesswells road where access to the new development can be made and where it may not disrupt as many people in the process. If this was to be looked at it would stop issues being raised with traffic, safety of children, elderly and access to local parks and amenities. There is no need to connect countesswells avenue to the new development as the new housing style is in no way reflected on the houses in the surrounding area.

130820

**Robert Vickers**

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**From:** Eleanor Webster [REDACTED]  
**Sent:** 30 July 2013 14:31  
**To:** PI  
**Subject:** Hazledene and Pinewood Development Site

Ref : Dandara Development Site plan dated May 13

It would appear that the construction site access is via Countesswells Avenue, the access to the other zones is by roundabout from Countesswells Road. Surely Planning will insist that this access road is constructed prior to proceeding with any building development, similar to the works carried out at Portlethen for the Stewart Milne site. This would insure that all construction equipment and materials can access the site without any inconvenience to the existing residents.

Can we assume that Countesswells Road will require to be widened up to the new roundabout. If road widening is planned would this mean compulsory purchase of ground from residential gardens on Countesswells Road?

In view of the large number of houses planned for this development it is obvious that once again there is no consideration given to the impact of the traffic increase.

We await your response.

Eleanor and James Webster  
Sent from my iPad

\* 130983 130820

130994

131027

31 Monymusk Terrace  
Craigiebuckler  
Aberdeen  
AB158NX

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

29<sup>th</sup> July 2013

Dear Sirs

Hazledene and Pinewood Development at Hazlehead.

Further to your Notices<sup>x</sup> on the above development I wish to express my objection to the pathway proposed at the rear boundary wall to my property.

I am an elderly retired woman living on my own, and I am presently suffering ill health. You will understand that my awareness of my vulnerability is increased all the more with this proposed development, and I am anxious that you heed my request that the authorities ensure my privacy and security are maintained.

As my Council you can do this by accepting I do not wish for a path with lighting constantly shining into my house, nor do I wish you to encourage the motor cycles, and aggressive youngsters to come to my house. Matters are bad enough with the existing night time noise from groups congregating at Hazledene Road near the proposed entrance to the above development.

I am very concerned that the properties are being built close to my own, and feel that myself and my neighbours are entitled to have more space between the existing houses and the new development and I would express my concerns that too many houses are being built on the fields which I believed were protected as green belt. We need some security from the intrusion and noise which will come with this development.

I also have a concern of flooding from the development having experienced this first hand when my family and I took occupancy of my present property, and water from the site of the current proposed development flooded the house. We were unable to gain entry for 6 weeks.

Yours faithfully

  
Mary K. Barclay

PI

**From:** Mirjam Brady-Van den Bos  
**Sent:** 28 July 2013 12:40  
**To:** PI  
**Subject:** objection Dandara's planning proposal Hazlehead

Aberdeen, 28<sup>th</sup> July 2013

Dear Sir, Madam,

I would like to express my objection to Dandara's planning application for "Zone A" and "Zone H", on the following grounds:

**Severe impact on Hazlehead Park's function as recreation area and wildlife haven.**

The planned building site is a marshy ground where many butterfly and frog species can be found, in turn attracting birds of prey and small mammals. The surrounding forest park is home to deer and foxes. The site and its surroundings are ideal recreation areas for local residents. Building 350 residential units and accompanying infrastructure will dramatically reduce the ability of Hazlehead Park to maintain its primary two functions.

**If permission is granted, it may act as a precedent to build on other green areas, too.**

There are other areas just outside the Aberdeen suburbs (e.g., between Lang Stracht and Kingswells) that are not near a park or other recreation area. The thinking may then go as follows: "If it was possible even on a site next to Hazlehead Park, why could we not build here as well?" In this scenario, Aberdeen runs the risk of depriving its residents of their green spaces, which, as research has shown (e.g., Maas, Verheij, De Vries, et al., 2009; Mitchell & Popham, 2007), is likely to reduce their health and perceived quality of life.

**Road Safety**

The 2 routes out of the proposed site are close to 2 primary schools: Hazlehead Primary School and Airyhall Primary School. Currently, many children in the Craigiebuckler area can walk to school on their own, because their walking routes are relatively safe. Especially the route to Hazlehead Primary School is ideal for children, as it only crosses Hazledene Road, currently a low-traffic road.

In addition, Countesswells Road is a well-used road for cycling commuters. It needs no explanation that the proposed site and infrastructure will have a severe impact on road safety for all of these users.

I hope you are willing to take my objections into consideration. Thank you for your time.

Best wishes,

Dr. Mirjam Brady-Van den Bos  
68 Craigiebuckler Avenue, Aberdeen