

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

12 August 2013

Dear Sir/Madam

Application Number **P130994**

Applicant: Dandara

Local Authority Reference: 000066884-001

Proposal Description: 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 type: Approval of Conditions for Planning Permission in Principle

Address: Zone A (site between) Countesswells Road/Hazledene Road
Hazledene
Aberdeen

According to the Applicant's 'Zone A Design Statement', "Vehicle access is taken off Hazledene Road and via the primary streets to connect with the side streets" (2.3.3, Accessibility, paragraph 1 refers). The Zone A site plan shows that a section of Hazledene Road is to be upgraded by widening sections to the East and West of the proposed access road.. The plan's legend refers to "land required to provide upgrade to section of road".

We note that the land for the proposed upgrade, delineated in red on the plan, is on the North side of Hazledene Road and extends easterly to a location opposite Woodburn Crescent. According to this proposed plan, most of the mature trees on the north side of the road will have to be removed to facilitate the upgrade.

We contend that those trees are an effective barrier to noise from the recycling centre, which is located in the Grove Nursery. Therefore it is our submission that their removal would increase the range of the sound from the recycling centre so that it would be heard in Woodburn Crescent and the North end of Craigiebuckler Avenue, thus creating an environmental issue. Furthermore, the felling of mature trees, particularly in the area opposite the Zone A access road's junction with Hazledene Road could expose the dwellings on the proposed development to noise from the recycling centre thus creating another environmental issue. If they are allowed to remain, they will form an effective barrier, protecting the new development from any noises emitting from the recycling centre by virtue of their mass, height and width. Consequently, we contend that any decision pertaining to planning consent for Zone A of the Pinewood/Hazledene site should include a report by SEPA to determine the increased noise impact from the recycling centre, upon the dwellings that the applicant proposes to build, as a result of felling the aforementioned mature trees.

We also submit that the environmental issue of noise impact on both the established community and the proposed housing site, as a result of tree felling to facilitate the upgrade Hazledene Road, should be assessed by SEPA to determine the likely restrictions it will cause on the operational use of the recycling centre.

In our opinion, the loss of the protective barrier of mature trees to the north of Hazledene Road to facilitate the construction of an access road from Zone A is detrimental to the operational needs of the recycling centre in the Grove Nursery because it will cause that amenity to have an unintended noise impact upon Woodburn Crescent, the North end of Craigiebuckler Avenue and the Applicant's proposed community, currently being marketed as "Hazlewood".

Yours sincerely
William Sell
Chairperson

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

12 August 2013

Dear Sir/Madam

Application Number **P130994**

Applicant: Dandara

Local Authority Reference: 000066884-001

Proposal Description: Zone A Hazeldene 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 type: Approval of Conditions for Planning Permission in Principle

Address: Zone A (site between) Countesswells Road/Hazledene Road
Hazeldene
Aberdeen

We oppose the construction of 50 dwellings on this site because it will cause additional vehicular traffic to access Queens Road at its junction with Hazledene Road. At present, turning right is not permitted to traffic accessing Queens Road from Hazledene Road. Therefore this additional traffic will have to turn left at that junction, then turn right at Hazlehead Roundabout and take the 4th exit to have complete access to Queens Road. In our opinion this will add to the traffic congestion at Hazlehead Roundabout, which was designed to cope with the traffic volumes of the 1960s and 70s and is therefore wholly unsuitable for the extra traffic movements that will be generated by this development.

We see no indication in the above referenced planning application to inform us that the Developer is prepared to contribute to any alterations to the above mentioned aspects of the roads infrastructure, which may be required to increase its capacity to cope with the demands placed on it by the extra traffic movements described in the above paragraph.

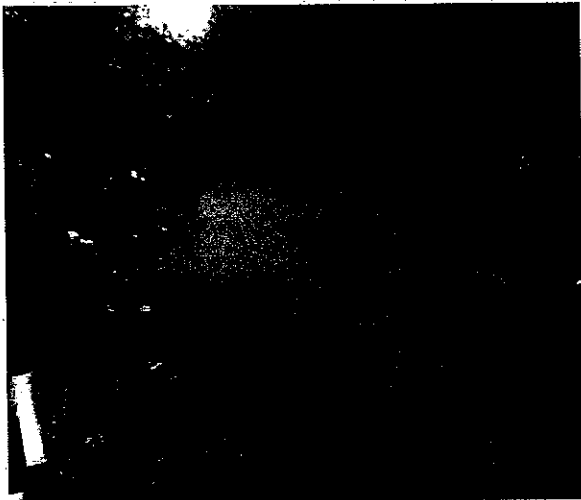
The Queens Road/Springfield Road junction is already over its capacity during peak times with long queues of traffic waiting to negotiate it from all directions:- South East from Queens Road (two lanes to enable traffic to turn right on to Springfield Road); North West on Queens Road to access Hazlehead Roundabout and from Springfield Road to access Queens Road.

Traffic travelling South East between Hazlehead Roundabout and the Queens Road/Springfield Road junction is also permitted to turn right into Hazledene Road. Drivers waiting to complete this manoeuvre tend to prevent the vehicles behind them from progressing towards the right hand turn on to Springfield Road.

We submit that this situation will worsen if the developer is permitted to build 50 dwellings with an access to Hazledene Road because there will be considerably more drivers waiting to turn right from Queens Road in order to complete their journey to their homes.

Hazledene Avenue is a residential street. We contend that the noise and disruption associated with construction traffic would cause disturbance and adversely affect the quality of life of its residents.

On page 11 of the "Design Statement" for Zone A the applicant informs us that "Vehicle access into Zone A is taken off Hazledene Road". We note from the drawing that this access occurs at a point which is almost halfway between two sharp bends in the road. It is our contention that the proximity of the proposed access road to the bends will create a safety hazard to vehicles accessing Hazledene Road as well as traffic travelling on it. We therefore object to the proposal to construct an access from Zone A on to Hazledene Road and have provided the photographs below, which were taken at the proposed point of access, to illustrate the reasons for this objection.



Looking West from the access road.



Looking East from the access road.

The poor condition of the road surface is also apparent in the above photographs and we see no indication in the the planning application for Zone A to inform us that the Developer is willing to pay for the necessary improvements to this road. Otherwise the Council Tax Payers of Aberdeen will have to meet the cost of upgrading the road - a situation which we strongly object to.

We further object to the proposed access from Zone A to Hazledene Road because we believe the increased traffic and the resultant increase in the numbers of speeding cars will pose an additional risk to school children who cross Hazledene Road whilst going to and from Hazlehead Primary School and Hazlehead Academy.

Hazledene Road also becomes very congested when there is a special event at the Park. This congestion will occur daily if the proposed development goes ahead with an access to Hazledene Road. The right turn restriction at the junction of Hazledene Road and Queens Road will cause traffic exiting the development to have to turn down Woodburn Place and out on to Queens Road via Woodburn Avenue.

Our understanding (widely shared locally) of the history of the whole development was that no access was proposed from Hazledene Road. Why has there been this ostensible volte-face and is there anything in the previous planning permission A8/0530 which might justify this understanding?

It was always maintained that there would be no entrance to the site from Hazledene Road. All roads were to be taken from Countesswells Road. In fact, Hazledene Road was emphatically excluded from the Plan by the Aberdeen City Council Planning Officer during the initial departure hearing, after which it recommended that outline planning permission be granted.

The section of Hazledene Road from Craigiebuckler Avenue towards the Den Wood has historically been subject to minimum maintenance. A burn lies in a culvert under the sketched road extension area and indeed it forms part of Hazlehead Park. To make any improvements viable, the road would have to be widened and this would mean encroaching on land that forms part of the Park.

Presumably part of this land, which lies on the green belt and which is in public ownership, would be required to be purchased by the Developer. If there is an intention by Aberdeen City Council to make a gift of the land to the Developer in order to expedite the completion of the proposed access road (thus furthering the Applicant's commercial interests), then we object to the realisation of any such hypothesis.

We also draw your attention to the fact that there is a Tree Preservation Order on the grass verge fronting Nos 40 – 30 Woodburn Crescent. Therefore utilising that for a road widening purpose would be out of the question. The Council has regularly replaced trees on that verge after felling has taken place on grounds of disease and health and safety.

The drystone dyke on this side of the road also forms the historical boundary of the old Burnieboozle Estate. Therefore we will legally combat any attempt to remove it.

We further submit that 50 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 contend 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, flooding occurred on the site. In recent years, the whole area has reverted its natural boggy state whereby areas of it are under water in Winter due to the increased height of the water table and the absence of effective sub-soil drainage systems

We find that 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 the green spaces shown in the drawing. 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 A. 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.

Finally, the upgrading of the core path which runs to the East of the site could possibly attract unwanted motorbike racers, which would result in adverse changes to the amenities in the area, raising issues of health and safety. It would also be contrary to the current trend of designing out crime when planning 21st century housing developments.

Yours sincerely
William Sell
Chairperson

MEMO



ABERDEEN
CITY COUNCIL

To	Gavin Evans Planning & Infrastructure	Date	07/11/2013
		Your Ref.	P130994 (ZLF)
		Our Ref.	TR/RB/1/51/2
From	Roads Projects		
Email	RBaillie@aberdeencity.gov.uk		
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. P130994
Zone A (site between), Countesswells Road/Hazledene R, Hazledene
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

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

1 Development Proposal

1.1 I note that the application is for 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.

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. I also requested a secondary access point for emergency vehicles. After discussion the layouts have now been agreed as per drawing No. ABR_HAZ_910 Rev A and this condition has now been purified.

Richard Baillie
Engineer

Gordon McIntosh
Corporate Director

MEMO



ABERDEEN
CITY COUNCIL

To	Gavin Evans Planning & Infrastructure	Date	05/08/2013
		Your Ref.	P130994 (ZLF)
		Our Ref.	TR/RB/1/51/2
From	Roads Projects		
Email	rbailie@aberdeencity.gov.uk		
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. P130994
Zone A (site between), Countesswells Road/Hazledene R, Hazledene
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

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

1 Development Proposal

1.1 I note that the application is for 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.

2 Condition 23

- 2.1 A swept path analysis is to be submitted showing a refuse vehicle accessing all parts of the site.
- 2.2 A secondary access point to the development or link road between Zone A and Zone H is to be provided for emergency service vehicles should the main access become inaccessible.

3 Conclusion

3.1 Once the above requested data is submitted and approved this condition will be purified.

Richard Bailie
Engineer

Gordon McIntosh
Corporate Director

Robert Vickers

From: webmaster@aberdeencity.gov.uk
Sent: 13 August 2013 23:47
To: PI
Subject: Planning Comment for 130994

Comment for Planning Application 130994

Name : John M G Boylan
Address : 89 burnieboozle crescent
Aberdeen
Ab158ns


type :

Comment : I wish to register a formal objection against aspects of Zone A, Application Number 130994 dated 12 July, 2013, of the Hazledene Residential Development of 50 dwellings.

It appears from the plans that the developer intends to retain the existing core path, with an intention to widen and resurface it to allow access for pedestrians and cyclist around the perimeter of Zone A. It appears that it is also the intention to encourage use of the public seating open space/play area, which will be sited adjacent to the rear gardens of residents in Burnieboozle Crescent, accessed from this walkway.

The core path is currently used occasionally by dog-walkers and children from the area travelling to and from Hazlehead Academy. The current usage of the path is extremely light.

The developers intend to change the use of the current core path to a general walkway and this will have an adverse effect on the safe and secure environment, including the privacy aspect, that I currently enjoy.

Furthermore, from the plans it would appear that the enhanced walkway is extremely close to the rear gardens of existing houses. I would like assurances that a suitable buffer zone be installed between the drystone wall and the walkway along with a further buffer zone between the walkway and the fencing/hedging at the rear of the new houses.

I would also be looking for assurances that hedging or some form of suitable landscaping be planted by the drystone wall at the rear of the existing properties to protect these properties in the future.

Dandara is ensuring the security and privacy of residents in the new development. To ensure that there will be no detrimental effect to the existing amenities they should be offering existing residents who will be affected by this development, the same guarantees.

I am concerned about the way Dandara are applying for planning without consulting with the local residents. According to the new planning procedures you only need to consult if you need planning for more than 50 dwellings, I note that Dandara has applied for 50 or less for each application instead of one application for the complete site. I am aware the local Community Council has had difficulty in getting a meeting to speak about the detail of their planning.

Am I right in thinking the planing department are using the updated planning procedures?.

Regards

John M G Boylan

15, Monymusk Terrace,
Aberdeen

AB15 8NX

13/8/2013

Development Manager,
Enterprise Planning & Infrastructure,
Aberdeen City Council
Marischal College
Broad St.,
Aberdeen AB10 1AB

Dear Sir,

Planning Application Ref. no.: 130994

ZONE A - Access to Hazledene Rd.

I write to object to the proposed access to Hazledene Rd. from the planned new residential estate to be built on land previously considered "green belt" between Hazledene Rd. & Countesswells Rd. I understand that access via Hazledene Road is a new idea, previously having been planned at the Countesswells Rd end, which has roads more suited to an increased volume of traffic.

As a resident of the Craigiebuckler Estate, whose way of life is already under threat because of the new recycling centre, I feel that the proposal to use Hazledene Rd as an access road to a major residential development is the final straw in destroying the tranquillity & safety of this area - the reasons for which the existing residents bought their houses in this area. At the moment, the stretch of Hazledene Rd. beyond its junction with Craigiebuckler Avenue is a narrow, twisting little road, relatively unused, in keeping with the character of the area & the existing leisure pursuits of the residents. Its narrowness & twists ensure that traffic using it do so at a safe speed. In its present form, it is totally unsuited to an increased volume of traffic. I assume it will be straightened and widened, with various

implications:

(a) Loss of amenity, I understand one proposal is to cut through the "triangular pitch" currently used by children, including mine, for playing football. The official pitches are of course used for official games, but the triangular pitch is used by local children for fun games - surely a legitimate use of the area which should be encouraged, not axed. Other people who use this area for leisure pursuits of walking, dog-walking & horse-riding & cycling do so precisely because of the quietness of the area & the lack of traffic on the road. A busy, fast-moving road is incompatible with these surely desirable leisure pursuits & would destroy the character of the area & represent a significant loss of amenity.

(b) The road is currently lined by beautiful trees, some of which I understand have preservation orders. The whole beauty & character of the area would be destroyed by their loss.

(c) Road safety: Apart from the residents using this road for the previously outlined pursuits, this road is crossed by pupils from Craigiebuckler & beyond who attend Hazlehead Primary & Hazlehead Academy, on their way to & from school. The increase in traffic & the speed of that traffic would have significant safety implications for them.

(d) Traffic implications: At busy times, there is already a problem getting out of Hazledene Rd onto Queen's Rd. This would obviously be exacerbated by an increase in traffic, especially if the road becomes used as a through road from the Cults area & as an access road to the recycling centre.

I plead with you to take these considerations into account when considering the application.

Yours faithfully,

P&SD Letters of Representation		
Application Number: 130994		
RECEIVED 14 AUG 2013		
Ncr	Sou	MAp
Case Officer Initials: GEE		
Date Acknowledged: 14-8-13		

PI

From: webmaster@aberdeencity.gov.uk
Sent: 29 July 2013 21:37
To: PI
Subject: Planning Comment for 130994

Comment for Planning Application 130994

Name : Andrew McCarry

Address : 21 Woodburn Crescent



type :


Comment : With only one exceptions I welcome this development as proposed.

First exception is the road changes on the Hazlehead park boundary to the north of the development. The drawing A_APL_05 submitted is unclear (looks like the drawings layers are misaligned) and I have assumed that the proposal requires the widening of the road at the expense of the mature trees in the park area. These trees are an important habitat, wildlife corridor, source of carbon sequestration, and are important to the feel of this area of the park. I strongly believe there are easy alternatives. Moving the dyke into the park by the width of the path can allow the trees to be retained (except two or three at the corner). Cutting into the first corner (closer to the existing houses) on the south side, so the corner will start a little earlier should provide the same result with minimal tree loss. The road widening by the new entrance (cutting in to the wood store) should surely should be done on the south side of the road (reducing one or two gardens size) to ensure the mature trees are maintained. It should also be noted that if this is the case these trees are not identified in drawing A_ALP_20, but are they included in any document in this submission (I could not find it), this is misleading to have this area shown but the trees not identified.

A second point I'd like to make is, the tree report does identify the Biodiversity reducing aggressive colonising, non-native invasive Rhododendron Ponticum, and Cherry Loral in the adjacent wood however the recommendations for the work in these trees does not cover the removal of these species, when any benefits are outweighed by the negative aspects (ref DEFRA). This work would be an ideal way to express the corporate social responsibility, and help comply with the UKs international responsibilities to biodiversity.

Please contact me for more information with regards both of these points, I am very happy to help find a solution where the environmental impacts are minimised.

regards,
Andrew McCarry



Sheila Campbell

34 Woodburn Crescent
Aberdeen, Aberdeenshire AB15 8JX
26 July 2013

Development Management Enterprise, Planning and Infrastructure
Aberdeen City Council,
Marischal College
Aberdeen AB10 1AB

Dear Sirs,

Planning Application No. 130994 by Dandara relating to Hazledene Residential Development Zone A

I wish to object to the granting of Planning Permission in respect of the above on the following grounds :-

Access from Hazledene Road

1. Previous planning applications approved for this site have obtained ALL access from Countesswells Road alone, a material factor
2. Many sections of the road are far too narrow for any but small vehicles to pass each other and totally unsuitable for the amount of traffic that the number of houses proposed would generate.
3. The road has acute bends, the proposed access being between two of the worst.
4. Increased traffic emerging Hazledene Road into Queens Road will make even more traffic chaos at the Hazlehead roundabout where vehicles from the Household Waste Recycling Centre will be adding already to the volume of traffic.
5. There are confusing inconsistencies in the Design Statement:-
On page 4 the access off Hazledene Road shown coloured yellow is labelled "secondary street"
On page 5 it is stated to be "proposed access" (comment -the only one)
On page 8 it is referred to as the "service route"
6. An increase in traffic will mean more danger for children crossing Hazledene Road on their way to the Primary School particularly for the large number at the junction with Craigeibuckler Avenue

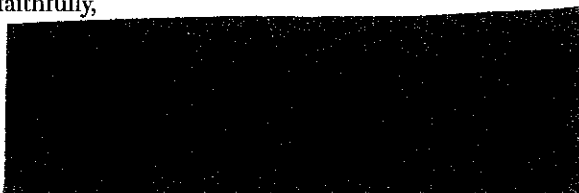
Drainage

There have been problems for many years throughout Hazlehead with flooding, one of the areas most frequently affected being the section of Hazledene Road adjacent to the proposed Development, inspite of attempts to remedy this. The situation is not helped by springs in the land opposite. An increase in the residential area occupied can only exacerbate the situation.

Replacement/Rebuilding of drystone dykes

Provision is made for this but provision needs to be made to ensure that these dykes are to be constructed by the traditional method of the originals which are so important a part of the historic landscape of the area. Most replacements/rebuilds now are constructed non traditionally making use of cement.

Yours faithfully,



116 Craigiebuckler Avenue
Aberdeen
AB15 8PA

23rd July 2013

Dear sir.

Planning Applications 130994

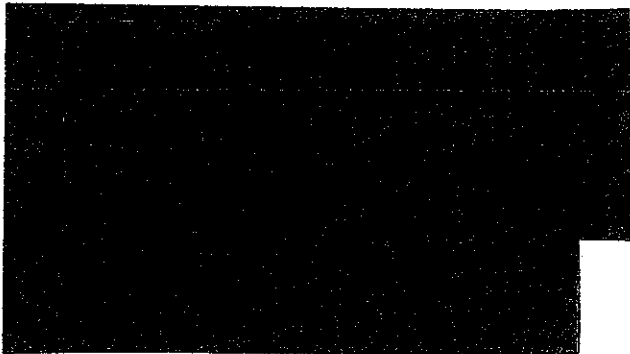
I am writing to express my concerns about the above proposed development and the intended access to Hazledene Road. All previously passed plans for the development at Pinewood and Hazledene had access on to Countesswells Road.

Hazledene Road is an inappropriate access road as there is already congestion at peak times accessing Queen's Road, both to leave Hazledene Road and return. The road has speed bumps and is the main walking route for children going to both Hazlehead Primary and Secondary. There is no access to Countesswells Road through the wooded policies and thus all traffic will funnel into Hazledene Road and Queen's Road. The extensive commercial development at both Kingswells and Westhill will result in even heavier traffic on Queen's Road. Road safety for both pedestrians and vehicles will without doubt be adversely affected.

Hazledene Road, at the area for which planning permission is sought, is a narrow road, totally unsuitable for an increase in traffic. The proposed widening of that road will result in a loss of amenity and a change to the currently attractive access to the football pitches and the park for residents of Craigiebuckler. Our concerns centre on the safety of children going to school and the impact on traffic at an already busy junction at Queen's Road.

We hope that the comments you receive from local residents will be given serious consideration.

Yours faithfully

A large black rectangular redaction box covering the signature and name of the sender.

Robert Vickers

From: webmaster@aberdeencity.gov.uk
Sent: 30 July 2013 14:07
To: PI
Subject: Planning Comment for 130994

Comment for Planning Application 130994

Name : Donald Morrison
Address : 54 Burnieboozle Cr
Aberdeen
AB15 8NQ



type :

Comment : I object to this planning application for the following reasons:-

1. Increased traffic and congestion in and around the Craigiebuckler & Hazeldene areas contribution to even more damage to the already damaged road surfaces resulting in these main thoroughfare's not being able to cope.
2. Given that there is no right turn allowed onto Queens Rd from Hazeldene Rd all right turning traffic will utilise Craigiebuckler Ave or use connecting rds to Springfield Rd resulting in multiple 'rat runs' being created.
3. As a result of the above comments exposes school children to danger when crossing either Hazeldene Rd & Craigiebuckler Dr en route to Hazelhead Primary and Secondary schools
4. The cumulative impact of this development on the existing schools & transport infrastructure has not been assessed
5. This field is known to flood no a new development will have an effect on the floodplain on adjoining developments not to mention the cumulative impact 350 units might have on Craigiebuckler & Pinewood.
6. No additional public transport provision proposed to minimise car usage
7. Existing neighbourhood green space has been removed.
8. Foulwater drainage will not be able to cope with the increased cumulative demand especially during periods of heavy rainfall. Manholes can already be overwhelmed during periods of heavy rainfain.

Beechgate
38 Hazledene Road
Aberdeen
AB15 8LD

1st August 2013

Development Management
Enterprise, Planning & Infrastructure
Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear Sirs

Planning Application Ref: 130994 – “Zone A” – Hazledene Road

We are writing to you formally to intimate our objections, in the strongest possible terms, to the above application both as to its contents, with the implications to the surrounding area, and the manner in which the application itself has apparently come about.

Our principal point of great concern is the question of access.

It was our express understanding, based on information and assurances from the Planners, that, at no time, was there to be any suggestion of an access route to or from this site on to Hazledene Road. From the plan now available, this is patently completely untrue. We find it hard to believe that this has only now appeared as an option, and indeed, must have been discussed as more than just a passing issue from an early stage in the application process, making the information and assurances which the residents received highly questionable. Even if Dandara had not raised the matter (which we doubt very much), the Council should, as a simple matter of professional competence on the part of the Planners, foreseen this. Why were we not alerted to this possibility at the outset? The fact that this did not happen suggests to us that the application process is inherently flawed.

Given the nature of the development proposed – the size of the properties alone dictates that there is likely to be at least two – probably more – cars per household, and that combined with the self evident additional traffic such a development always generates, there will inevitably be a very substantial increase in the volume of traffic using Hazledene Road. It will no doubt also significantly encourage it to be used as a local by-pass – in other words a “rat run”.

The fact that there will be a substantially greater volume of traffic using Hazledene Road under this proposal will unquestionably lead to greater wear and tear on the surface of the carriageway which is already, and has been for some time, in very poor condition – and indeed if complete resurfacing is involved, the disruption will be prolonged and considerable. Even if, as a matter of policy, “disruption” may be technically disregarded – it certainly cannot if you are living in the middle of it for many months, and especially if it results from an application made in circumstances such as this.

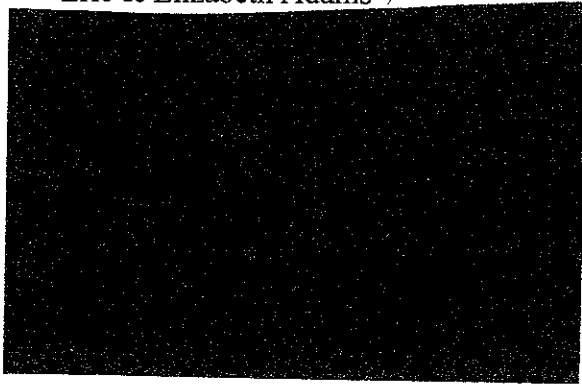
From a layman’s standpoint, let alone ours as Hazledene residents for many years, there must be very relevant and serious concerns about the complete certainty of substantial tailbacks at the exit section with Springfield Road and Queens Road – which further highlights the need for adequate pedestrian safety and the provision of crossing areas.

We should be obliged if you will acknowledge receipt of this letter and confirm that you will address our concerns with proper consideration.

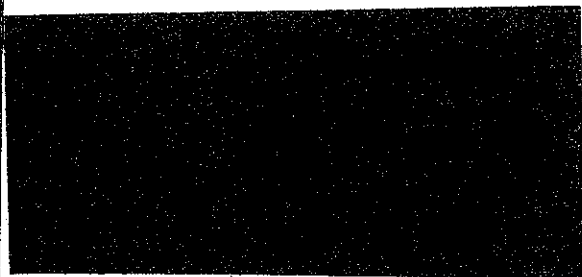
The contents of this letter are endorsed by Mrs Jean Adams, a resident of no 42, who has also countersigned it.

Yours Sincerely

Eric & Elizabeth Adams



Mrs Jean Adams



PI

From: Diarmid Macalister Hall
Sent: 16 July 2013 13:37
To: PI
Subject: DANDARA PLANNING APPLICATION FOR "ZONE A" - WITH ACCESS TO HAZLEDENE ROAD Application reference 1300994

Dear Sir,

I write with reference to the Dandara Planning Application Ref 1300994.

I wish to register my vigorous opposition to this planning application which involves road access from Zone A of the of the Dandara Pinewood/Hazledene development. As a resident of Hazledene Road, we were originally assured that Hazledene Road would not be an access route and indeed the planning application showed all access via Countesswells Road. I regard this further Planning Application as both cynical and opportunistic entirely to suit the requirements of Dandara.

I object to this application on two main grounds.

Impact on Amenity

Zone A of the development is scheduled to have 50 houses and assuming each house has up to two cars, this could result in up to an additional 100 cars passing along Hazledene Road at peak times such as 0730-0830. Cars regularly speed along this road despite the speed bumps. This will inevitably result in a considerable increase in traffic noise and associated disturbance.

Road Safety

There is already a busy pedestrian crossing at the Hazledene Road/Craigiebuckler Avenue intersection used by large numbers of children walking to the Primary School and the Academy. The absolute certainty of greatly increased traffic flow at peak times, some of it potentially at speed as mentioned above would represent a much increased risk to pedestrians.

I urge the Planning Committee to do the "right thing", to reject this planning application to link into Hazledene Road and to put the interests of the existing community ahead of the those of a property developer.

yours faithfully

Diarmid Macalister Hall
25 Hazledene Road
AB15 8LB

PI

From: [REDACTED]
Sent: 16 July 2013 16:11
To: PI
Cc: Liz Davidson; Martin Greig
Subject: Dandara application - Hazledene development, Zone A

30/9/13

Dear Sirs,

I should like to register my comments on the above proposed development.

I note that there is proposed access to this zone from Hazledene Road which is at present a private road. In the earlier intentions, it was always maintained that there would be no entrance to the site from Hazledene Road. All roads were to be taken from Countesswells Road. Hazledene Road in the stretch from Craigiebuckler Avenue towards the Den wood has historically been subject to minimum maintenance. A burn lies in a culvert under part of the sketched road extension area, and indeed it forms part of Hazlehead Park. To make any improvements viable the road would have to be widened and this would mean encroaching on land which forms part of the Park.

Presumably part of this land which lies in the green belt, and which is Common Good land would require to be purchased by the developer. There is no reason for making a gift of the land to commercial interest.

I would draw your attention to the fact that there is a Tree Preservation order on the grass verge fronting nos. 40-30 Woodburn Crescent so utilising that would be out of the question. The Council has regularly replaced trees on the verge after felling on grounds of health and safety and disease. The drystone dyke on this side of the road forms the historical boundary of the old Burnieboozle estate.

During the school year a steady stream of children makes its way up to the Primary school at Hazlehead and also to the Academy. There is a pedestrian crossing for them but with increased traffic at peak times, there will be an increased potential for accidents. There have been accidents at this spot in the past.

Hazledene Road is one of only four access roads into a busy estate and increased traffic flow will cause complications. Already, the prohibition of right turns on to Queen's Road is breached regularly, and there is a very short phase of access from Hazledene Road to Queen's Road during the phases of the traffic signals at the junction of Queen's Road and Springfield Road. Adjustment of some sort will have to be made if the proposal for an access road is condoned. There can be considerable tailback on Queen's Road at peak times and increased traffic flow will only compound the problem. If a traffic survey is to be commissioned, it would have to be on Hazledene Road between the junction with Craigiebuckler Avenue and the junction with Queen's Road; conducting it on any other part of Hazledene Road would be a useless exercise, and it should be conducted within the school term times.

Yours faithfully,

Prudence King

Robert Vickers

From: webmaster@aberdeencity.gov.uk
Sent: 20 July 2013 17:37
To: PI
Subject: Planning Comment for 130994

Comment for Planning Application 130994

Name : Elizabeth Lindsey
Address : 51 Hazlede Road
Aberdeen
AB15 8LB



type :

Comment : Firstly, I am most concerned about the speed with which this planning application suddenly seems to be proceeding. The planning application was only lodged on 8 July, and yet comments have to be submitted by 1 August. This is an extremely short period of time, considering that many people are away on holiday, and perhaps unaware of the situation. Also, there is no Community Council meeting scheduled in this period, so again, there will be problems for a response in the allocated time. I, myself, am going away tomorrow until after 1 August, so will have to submit a very rushed response. I feel that this short period of time for comments to be made is quite unacceptable, and I hope that you will consider increasing it.

My comments about the application all refer to the planned access road from zone A of the development on to Hazledene Road. I believe that this was not in the original plans, but has only now been put in. Is this correct? If so, how is it that the original plans can be altered in this major way? Is this change permitted under planning legislation?

I think it is totally inappropriate to have access from the housing development onto Hazledene Road: it will have considerable negative impacts on both road safety and the amenities in the area.

From the access point to the development along to Craigiebuckler Avenue, the road is narrow and windy & quite unsuitable for what could be a considerable volume of traffic. Many people walk in this area, and they would be put at risk. The road borders on Hazlehead Park and playing fields, and the traffic, particularly the associated noise, would have a most adverse effect on the peaceful environs of the Park.

From Craigiebuckler Avenue through to Queens Road there have been concerns about the volume and speed of traffic in the past which have resulted in traffic calming measures. These have been very successful in reducing the amount and speed of the traffic. These would be put at risk with an increased volume of traffic from the housing development. In particular my concerns are for the many school children & both primary and secondary & who cross this road several time a day on their way to/from school. These children are already being put at risk by the forthcoming recycling centre at the Grove Nursery site and the large increase of traffic along Hazlehead Avenue. Their safety should not be further jeopardised.

Robert Vickers

From: webmaster@aberdeencity.gov.uk
Sent: 30 July 2013 18:51
To: PI
Subject: Planning Comment for 130994

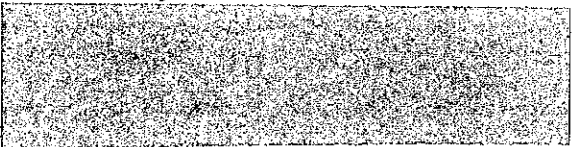
Comment for Planning Application 130994

Name : anthony davies

Address : 30, Woodburn crescent,

Aberdeen

ab15 8jx



Comment : My objection is relating to the access from the proposed Zone 'A' onto Hazledene Road; this access was not in the original planning permission for this site, the original access was via Counteswells Road. There is now a proposal to widen a short part of Hazledene Road with the remaining stretch of Road up to Craigiebuckler avenue remaining as is. This proposed widened area of the Road is used almost constantly by Walkers using the Park, Horse Riders, Cyclists, Joggers and Schoolchildren going to Hazlehead Primary and Secondary Schools via an existing crossing and the increased traffic will pose a huge threat to people wanting to cross the Road.

The Zone A plan is for 50 Houses and with an average of 2 cars per household in this Development will significantly increase traffic at this point.

In addition, the rest of the Road between Queens Road and Counteswells Road has already fallen into such a state of disrepair that it has been closed for a Year, due to lack of ownership by the Council.

With the current Plan for Zone A giving access to Hazledene Road, the potential for a future link with Zone H, although not shown as planned but very likely (given the way that such plans currently seem to work by stealth) will create a new rat run with access from Counteswells giving even further traffic flow on this quiet park access point, which will then become even more dangerous for pedestrians.

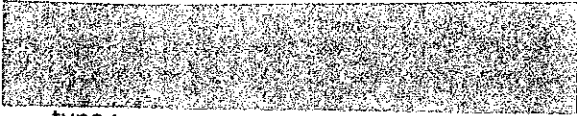
Robert Vickers

From: webmaster@aberdeencity.gov.uk
Sent: 30 July 2013 18:17
To: PI
Subject: Planning Comment for 130994

Comment for Planning Application 130994

Name : Christine E Boylan

Address : 89 Burnieboozle Crescent,
Aberdeen.



type :

Comment :

I wish to register a formal objection against aspects of Zone A, Application Number 130994 dated 12 July, 2013, of the Hazledene Residential Development of 50 dwellings.

It appears from the plans that the developer intends to retain the existing core path, with an intention to widen and resurface it to allow access for pedestrians and cyclist around the perimeter of Zone A. It appears that it is also the intention to encourage use of the public seating open space/play area, which will be sited adjacent to the rear gardens of residents in Burnieboozle Crescent, accessed from this walkway.

The core path is currently used occasionally by dog-walkers and children from the area travelling to and from Hazlehead Academy. The current usage of the path is extremely light.

The developers intend to change the use of the current core path to a general walkway/cycle path and this will have an adverse effect on the safe and secure environment, including the privacy aspect, that I currently enjoy.

Furthermore, from the plans it would appear that the enhanced walkway is extremely close to the rear gardens of existing houses. I would like assurances that a suitable buffer zone be installed between the drystone wall and the walkway along with a further buffer zone between the walkway and the fencing/hedging at the rear of the new houses.

I would also be looking for assurances that hedging or some form of suitable landscaping be planted by the drystone wall at the rear of the existing properties to protect these properties in the future.

Dandara is ensuring the security and privacy of residents in the new development. To ensure that there will be no detrimental effect to the existing amenities they should be offering existing residents who will be affected by this development, the same guarantees.