

Letter to Panning Committee, Meeting on 3rd Sep 2009

Dear Sir / Madam of the Edinburgh Planning Committee.

Regarding Planning Meeting 3rd Sep 2009

I am writing to you regarding some of the concerns I have regarding some parts of the Planning Report regarding the planning permission for HSG 13 and HSG14 (Item No / Report No 5) and the proposal / objections put forward by the “ Sir C M Dalrymple Trust” as per email item No 4.

Summary

- The Planning Report
 - There are notifications regarding preventing further development around Newcraighall in the new Green Belt boundary.
 - There are no references or required land allocation for Newcraighall Primary school’s classrooms extra requirements / extra school buildings or play areas for primary school kids or provision for leisure for other age groups. This would be essential due to more than doubling the housing of Newcraighall, as per Planning Report suggestions.
 - Transport to and from Newcraighall via cars (+245 cars) or Bus (travel from town to Newcraighall with or without prams)
 - No requirement for Zero Carbon housing. Self builders / Developers.
- Dalrymple trust’s objection to the Planning Report (Planning Committee Meeting 3rd Sep 2009, Item no 5), the objection and counter suggestions are believed to be either inaccurate or lack details.
 - Access to the HSG14 reduced area is from field between QMU and Newcraighall (as pr construction work for QMU)
 - Alternative access to HSG13. will access Newcraighall Road on a S-bend / between the old rail line bridges, the point of access has lots of man holes, fire hydrants and concrete covers (either water reservoir access or mine shafts).
 - The plan suggested drafted by Dalrymple trust does not include the present cycle path layout, as two new bridges would be required for a safe cycle path to QMU / Musselburgh.

Please do not let developers build on green field sites, when there are un-developed brown field site available nearby.

If green fields are to be used for housing please let it be for less density, self builders and enforce zero carbon housing. Please. For the sake of our children

General concern.

I also have a general concern that a planning permission on green belt on HSG 13 and HSG 14 are just the start of the full removal of the Green Belt around Newcraighall, as there has already been a further planning permeation for new development (of 18 / 22 houses) on the Wanton Walls Farm, but this planning permission has lapsed. This shows interest in further development in the Newcraighall Green Belt.

There are Brown field within 2 miles of Newcraighall that have not been or are in the process of development, so why are there plans to develop Green Field site for housing?

Item not covered by the Planning report recommendations (Planning Committee 3rd Sep 2009, Item no / Report no 5)

The Planning report suggests that 245 houses are built on HSG13 and HSG 14, this reduced housing number will still increase Newcraighall with +100% of its present housing. But there is no mention in the Planning report of land to increase the Newcraighall Primary school buildings to accommodate the increase of children in Newcraighall, there is a mention of an extra playing field but there are no land for classrooms mentioned. Neither is there any mention of children's play areas, sports or recreational facilities to accommodate the large and sudden expansion of child numbers in the village.

If the planning report recommendations are implemented there will be a possible 245 extra cars need to travel in and out of Newcraighall Road during rush hours. Over or under the two rail lines and past the Primary School. The present Bus (line 30) is often full coming from the city centre and boarding the bus with a pram can be almost impossible, therefore further demand on the bus is only possible if other bus lines or more regular services are implemented (5min time table through the day). The travel from Newcraighall to the city centre is fine, but the return is not, as line 30 also services many other communities and double decker buses cannot be used due to the rail bridges.

There is no mention of proposed housing types. As the builder(s) of any housing will influence the Newcraighall community, care must be taken not to be simply and uniquely profit driven as commercial developers will make smaller houses and rooms, more houses and often there is little or no attempt to integrate the new estates into the old community. whereas self builders are proud to be part of the community, the houses are generally bigger with bigger rooms, higher quality, have a smaller Co2 foot print, and bigger gardens than those houses built by developers.

Therefore Self build land will further reduce the house numbers and have less of an impact on the community.

- Therefore I will urge the Planning Committee to reduce the housing number even further and implement a Zero carbon housing requirement.

Dalrymple Trust argument for the Planning report to be set aside.

HSG 13.

The alternative access to HSG 13 as suggested by the Dalrymple Trust will be located between two Rail Bridges and on an S-bend. At present there is only pavement on one side of this part of Newcraighall road and that is on the side suggested for access to HSG13, below the old Rail Bridge there is only access for one Pram to pass (less than one meter between wall and railing). At the suggested access point for HSG13 the buses frequently have to stop to ensure that access through the S-bend under the Rail bridge is safe to enter i.e. it is not possible for two buses to pass simultaneously below the old Rail bridge.

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The land suggested for the access point is also covered with concrete, man holes and fire hydrant points. Therefore detailed under ground surveys need to be carried out before even suggesting this land can be used for cars.

In the attached master plan provided by Dalrymple trust, the last 150m of the existing Cycle part leading up to Newcraighall road needs moved closer to Newcraighall (following the HV power line). At present the cycle path joins Newcraighall Road next to the missing rail bridge, in the space suggested for access to HSG13. The natural way will be to fit a NEW bridge across Newcraighall road where the missing bridge is, this will keep the cycle path on the old rail line, without the need for two bridges / or crossing the suggested access point for HSG13 with a steep inclined to allow access to the old replaced Rail bridge as there will be no other access point for the cycle path on the old rail line to QMU.

There is also showed a cut through the old cycle path Rail embankment to allow access to the Wanton Walls Farm, this suggests further extra development in Newcraighall and on the Green Belt around Newcraighall.

- Therefore an access point to HSG13 from Newcraighall road between the two old disused Rail bridges as suggested by the Dalrymple trust will not be safe or practical.

HSG14

Dalrymple trust, suggests that the Planning Report reduction to Green Field on HSG14 should be disregarded due to lack of land with “no practical purpose”.

At present the HSG13 is farmed and that land is 6.6 – 8 Hectares, but the proposed land reduction at HSG14 is to approximately 12 Hectares of farm land and there is also access from the fields between QMU and Newcraighall / HSG14.

So how can it be that this bigger size of farm land is of “no practical purpose”?

- Therefore the Dalrymple trust objection to the Planning report reduced HSG14 size, has no practical foundation.
- Therefore the Planning report’s suggested reduced housing on HSG14, should be the maximum housing allowed.

Thank you all for listening to my points of opposition regarding the Planning Report reduction and counter proposal from Dalrymple trust.

Yours truly,

Ib Hansen