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Additional information:

To be read in conjunction with report to Council, 28 March 2017 - Proposed Local Development Plan: Schedule 4 Representation Responses for Submission to Scottish Ministers, Appendix 3. The numbered lists correspond to the individual representations.

Authorised By	Douglas Proudfoot
Designation	Head of Development
Date	21/03/17

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Proposed East Lothian Local Development Plan Schedule 4 Representation Responses

Please refer to Appendix 3 of the report to Council on 28 March 2017: Proposed Local Development Plan: Schedule 4 Representation Responses

http://www.eastlothian.gov.uk/meetings/meeting/5908/east_lothian_council

Each Schedule 4 document lists at the beginning who made representations on that subject. Each individual representation has a reference number which corresponds to the file numbers of the original representations.

For further information or advice, please contact:

Planning Policy and Strategy, via Environment Reception at East Lothian Council,
tel: 01620 827216

From: [Nicola Clarke](#)
To: [Environment Reception](#); [Local Development Plan](#)
Subject: Proposed Development at Longniddry South
Date: 15 September 2016 15:30:26

Dear Sir/Madam

I am writing to object to proposals for houses to be built on prime farmland in Longniddry, for the following reasons.

1 - The developers claim, from their consultations, that the majority of villagers support their proposals. This is not so. I have not spoken to anyone, since this proposal was first muted three years ago, that supports it. The applicants have not mentioned the meeting they held in the village in November 2013: Hundreds of people turned up, and at the end, most walked out in disgust when they heard what was proposed.

2 - The applicant claims that their proposals are 'sustainable'. However they want to build on some of Scotland's best quality farmland, so this is not sustainable. Where are we going to grow our food if we allow absentee landowners to concrete over it. They also claim that some of the houses will be 'affordable'. This usually takes into account the local market value. Longniddry is expensive so I very much doubt that the houses will be affordable at all.

3 - They say they only want to build 450 houses. However there are no restrictions on this to stop them adding more in the future. We could end up with further large development, going right up to the A1.

4. The infrastructure cannot cope as it is, so will collapse if we end up with another 1000 residents, and hundred of extra cars. The junction at the coal road, with the main road, at the low rail bridge, already floods, and there have been numerous accidents there, so there will only be more if this development goes ahead. The car-park at Longniddry station is already overflowing every day. If it is extended it will be used by residents of the new houses planned for Aberlady, Gullane etc, let alone Longniddry. Longniddry School doesn't have enough teachers for the pupils that it currently has, let alone for any more children. The whole of Scotland is short of GPs, so Longniddry surgery won't be any different. It is already a two week wait to see a GP for non-urgent matters, so it will be worse if there are another 1000 residents..

5 - I object to wealthy, absentee landowners abusing their position to make money by ruining the area, and the health and wellbeing of the people who have to live here.. If they wanted to build 50 houses within the Gosford Estate, as they originally planned, that would be fine. The estate is surrounded by good access roads, and within walking distance of public transport. Unsurprisingly those plans have now been dropped.

I sincerely hope that this development will not go ahead.

Yours sincerely
Nicola Clarke

From: [Alan Feles](#)
To: [Local Development Plan](#)
Subject: local development plan
Date: 17 September 2016 14:52:00

Sep 17, 2016 2:44pm.

East Lothian council a local future development plan, The site of the former Cockenzie power plant is safeguarded as a site for renewable energy related investment . The site has been assessed for significant environmental impacts ?? Now the assessment was flawed and did not take into account the environmental impact on the communitys that live with in close proximity to this site . The public enquiry that followed the Scottish minister approval to build a gas turbine plant next to a highly populated area would not have been acceptable even in a third world country. There should and must be a reassurance by the Scottish Energy Minister and the elected members of the East Lothian council that there is a new assessment on the impact of noise and the movement of traffic to and from the proposed sites. That any environmental toxic gases or smoke that are hazards to the Healthy and Safety of individuals or communities within the proposed local development plan must be assessed and the council and the Energy minister would take responsibility that there is no danger to the public and that the Health and Safety of the communitys would be sacrosant within any proposed dvelopment. And that the responsibilities to the communities by the owner or company or by a corporation that is leasing the site that there responsibilities to the communitys would extend to the areas outside that of the sites boundary fence. . Copy to the Scottish Energy Minister and East Lothian Councillors

NORTH BERWICK COMMUNITY COUNCIL

Response to East Lothian Proposed Local Development Plan

This Report is the response of the North Berwick Community Council to Document 2 of the Council Report presented to the full meeting at the Corn Exchange on 6 September 2016. Its focus is primarily on Approved Amendments, Item 3.8 on pages 8-10 regarding employment opportunities for North Berwick and builds on the previous North Berwick Community Council (CC) response of 7 June 2016.

With the North Berwick population expected to expand to 10,000 within the next 5–10 years, the CC noted that the location and details of proposed sites will be determined following assessment and technical analysis to be undertaken by the Planning Service. It is anticipated that with the trend towards working from home there will be an increasing demand for mixed business units locally rather than having to travel.

That being so the CC presents the following sites for further consideration.

Tantallon Road

On the south side of Tantallon Road, A198, there is a triangle of derelict land just on the boundary of the town where the old road curves round and the existing road is now straight. That site leads onto existing business and commercial premises on the south of the road to its junction with Heugh Road. While the site is on a prime entrance to the town it is sheltered by trees and bushes that could be tidied up and could comfortably encompass business units without being intrusive. c1.0HA

Lime Grove

The former ELC depot at Lime Grove is the only brownfield site left in North Berwick. While there is a current exploration into the possibility of a Community acquisition of this site, the inclusion of business units in any plans would be a safeguard to retain that area for a variety of uses that would benefit the community. At a recent well attended public meeting, it was clear that the last thing townspeople desired for that site was even more expensive 5 bedroom houses which would further skew the social mix but abdicate any pretence of planning sustainable communities. c1.0HA

Williamston

At present access to this site is by private road from Dirleton Road. With the Ferrygate1 proposals now going ahead could this site be reconsidered to find some way in which the access here could be brought into ELC responsibility, or a new road connection provided to that area? The size of that site would be an asset, particularly if a bridge could be reinstated over the railway which would also restore an old and well used right of way. c5.0HA

Old Gasworks

With the Ferrygate2 proposals in the pipeline and apparently taking a line up to the railway fence could the new access road be adjusted to incorporate access to the old gasworks site to gain additional space for business use and employment there? c1.0HA

Fenton Barns

Although not within this CC boundary, Fenton Barns is recognised as an important employment resource for the town and within easy reach. With the paucity of employment/business land in North Berwick the opportunity for safeguarding brownfield development there should be protected.

While the CC recognises that some of these considerations may not immediately be possible the view was that sites need to be targeted now to protect for future local employment and general business needs.

Should the consultation results in this Report differ seriously from those contained in the ELLDP the CC would still wish these to be given due consideration bearing in mind the serious need as yet unquantified for future employment needs, particularly with reference to small businesses in North Berwick as the town expands.

David J Kellock
Chairman

22 September 2016



*The Manse
Preston Road
East Linton
EH40 3DS*

23 September 2016

Policy and Projects
East Lothian Council
John Muir House
Haddington
EH41 3HA

Dear Sir

**Proposed Local Development Plan
Development at land adjacent to Prestonkirk Cemetery (PROP OS5)**

The land designated for an extension to the cemetery at Prestonkirk belongs to the Parish of Traprain. Whilst the Kirk Session is favourably disposed to selling a portion of this land to extend the graveyard, it requires some of it for other uses. Namely:

- (1) a necessary overflow car park facility on days when we have large numbers of people attending funerals, weddings, concerts etc in the church;
- (2) an amenity for our work with children where we use these grassed areas for games, picnics, adventure days etc.
- (3) an amenity for people using the space to construct a marquee for assorted events including weddings

In addition, the Lothian Council has given us permission to extend the Stables. One of the knock-on effects of this initiative is a reduction in the existing car parking facilities.

With all good wishes

Yours sincerely

David D. Scott, Minister and Moderator of Kirk Session, Parish of Traprain

From:
To: [Local Development Plan; ldp@eastlothian.gov.co.uk](mailto:ldp@eastlothian.gov.co.uk)
Subject: Proposal for development at Levenhall, Musselburgh (Prop MH8)
Date: 28 September 2016 12:12:55

Hi there,
my name is Sven Seichter and Lisa Helbig.
We are living
We are opposing the erection of the 65 planned houses in this area for the following reasons:

1.)The document stated minor wildlife which is actually not true. There is quite a population of deer in the area who are frequent visitors on this field. They actually use this also as a route to `escape danger` on the other fields around and if you look on the surrounding area they would not have much options to use other escape routes if that field would get build on. They also use the scrubs close to the stream for resting and sleeping.

Also we have seen now quite some bird of prey and owls as regular occupiers in this area.

Hedgehogs are very common as well so is a population of bats. They hunt in the scrubs close to stream as well.

2.)We are concerned for all the children() in this area who play frequently on top of the green where the intention is to build the entrance road. Cars on that part would be a real danger to them in the age they are at now(). Most parents would not allow them anymore to play on this part.

3.)Noise from the new neighbors and cars is a real concern.

4.)Building noise, traffic and dust is a real concern to us as well. This will probably be ongoing for at least a year or two?

5.)(Dog) walkers use the field as entrypoint for some really scenic nature walks in the surrounding area.

We are in the process of handing in a petition from all the neighbors in the surrounding area to consider our opposition. Could you let us know by which time/date you would need this?

Any question please let us know.

Kind Regards
Sven+Lisa



PPCA Ltd

Town Planning Consultants

www.pcca.co.uk

Our ref: 982.2.1

Your ref: Local Development Plan

29th September 2016

FAO Ian MacFarlane
Service Manager
Policy & Projects
East Lothian Council
John Muir House
HADDINGTON EH41 3HA

Dear Mr. MacFarlane,

East Lothian Council Local Development Plan Proposed Plan: Representations on behalf of The Dalrymple Trust

PPCA Ltd has been instructed to lodge representations the East Lothian Council Local Development Plan Proposed Plan and Supplementary Guidance, published for public consultation on 19th September 2016. This letter constitutes the representations to be considered by the Council in its preparation of the Plan.

Proposal MH1

Local Development Plan Proposed Plan Proposal MH1 should contain further detail on the nature of the structural landscaping proposed along the contiguous boundary of the two local authority areas equivalent to detail set out in Point 14 of the MH1 development brief. There is a need for buffer planting of an appropriate type and scale to physically separate the residential use within the City of Edinburgh Council area and employment uses proposed within the East Lothian Council area.

It is recommended that the following text be added to the end of paragraph 2.24 –

“Specific attention should be paid to the structure planting proposed for the eastern boundary of Proposal MH1 where it interacts with residential allocations and planning permissions within the City of Edinburgh Council area to ensure that an appropriate landscape buffer area is provided for the cumulative benefit of proposed uses.”

Proposal MH1 Development Brief

While land retained by the Trust within the City of Edinburgh Council area will allow access for buses only it will not be transferred if it becomes access for third party development.

It is essential that the bus link only to be provided to the Newcraighall East site within the City of Edinburgh Council area is continued and appropriately designed and controlled within the East Lothian



Council MH1 proposal site. This must avoid “rat run” opportunities from Proposal MH1 through the Newcraighall East site and on into Edinburgh for private cars. The Development Brief for the site should state this requirement.

It is recommended that the following text be added to the end of Point 6 of the Development Brief –

“The bus link that will be provided through consented development at Newcraighall East in Edinburgh must be continued into and through the site. This must be designed and controlled to avoid use by private vehicles.”

It is essential that there is no requirement to use land developed on Dalrymple Trust land at Newcraighall East as overspill car parking for adjacent proposed employment uses as part of Proposal MH1 in the Plan. To that end, the Development Brief for Proposal MH1 must clearly specify the need for adequate car parking, access and circulation within the allocated area. This must also be controlled through the determination of any future planning applications for development.

It is recommended that the following text be added as an additional bullet point of the Development Brief –

“17. All areas proposed for development should incorporate an appropriate level of car parking to ensure that there is adequate provision to meet requirements in full within that phase of development.”

I would hope that you will be able to take these proposed additions to the Local Development Plan Proposed Plan text on board as part of any modifications proposed to the Plan moving forwards.

I should be grateful if you would confirm timeous receipt of these representations.

Yours sincerely,

Robin Matthew
Director

From: [Robert Simpson](#)
To: [Local Development Plan](#)
Subject: Ref 16/000004/LDP
Date: 30 September 2016 07:21:47

Sirs

We support the proposal of th site at Castlemains Dirleton
As the preferred site in th LDP. It is a suitable site.
Bob Simpson

From: [Murray, Neil \(](#)
To: [Local Development Plan](#)
Subject: FW: Representation against LDP PROP MH8 [General Use]
Date: 30 September 2016 12:53:37

Dear Sirs,

I have the following problems with Application 16/00627/PM to build houses in the Goshen field bordering Ravensheugh Crescent, Musselburgh:

Wildlife - The ornithological part of the survey (for the Ashfield Land development) was undertaken during severe snowy weather, when bird activity was drastically reduced. There is no doubt that this building work will affect the birdlife, not to mention the wild deer, foxes and hedgehogs (all of which I've personally witnessed) who live in that field. It appears to me the current idea is to do away with all the local green belt land and join Whitecraig, Wallyford, Musselburgh and Prestonpans together!

Construction - Due to the proximity to the existing housing, I object to the noise, dust and vibration this will create. If this goes ahead, will this be done as Compassionate Construction?

Congestion - The route through Musselburgh is already too busy. If this proposal goes ahead, what will the traffic management be during and after building works, ie will there be TTLs?, which will slow down the already busy A199.

There is plenty room for more housebuilding further East or South in East Lothian without further congesting the already busy Musselburgh area.

I also note you want to build a new pedestrian crossing over the A199. Why? The current islands have proved sufficient for the locals so why would we now need a crossing for the new houses? Which brings me on to ...

Access - Will Ravensheugh Crescent continue to have access to the A199 through the top gap in the stone wall next to your building site? We need this access, particularly during the increasing number of "Edinburgh" marathons which block us into our street every year!

Infrastructure - The current infrastructure of Musselburgh is struggling in general. My partner has personal experience of how the Doctors surgeries are struggling to cope with the current population of Musselburgh, there's talk of having to build extra schools etc.

Waste Management - Our current pipe system is already prone to backing up and flooding the gardens with sewage. Can we have assurances that over 100 new properties (this and the other proposal situated in the same the field) will have their own sewage system not linked to ours?

Strategic Environmental Assessment - Referring to the Interim Environmental Report of 2014, I direct you to Table A, section titled "Human Health". Two of the sub-objectives state "ensure acceptable levels of noise" and "reduce or maintain levels of emissions". As this development is much closer to the current residents of Ravensheugh Crescent, we will be subjected to building site noise and dust for 1, maybe 2 years and the increased traffic will obviously put emissions up on an already busy route. I feel there is enough additional housing being built just up the road at Wallyford (in 3 different areas), which will also be adding to the emissions levels already. The narrow main road through Wallyford isn't designed to cope with large amounts of traffic and is frequently congested.

Another section of the Strategic Environmental Assessment this new development goes against is "Cultural Heritage" and the "sites included in the Inventory of Historic Battlefields" sub-

objective. Beggars Bush, which is a historic woodland path, runs right down the edge of your proposed building site.

Privacy - I managed to find the layout of the new houses which you failed to mark on the circular you sent us and this raised an additional question. Are you keeping the current treeline which follows the burn? If any trees are removed during the building works, it appears some houses will potentially be able to see into the back gardens of some of the houses in Ravensheugh Crescent.

Yours Faithfully

Neil Murray

From: [linda.moonie](#)
To: [Local Development Plan](#)
Subject: Macmerry North development
Date: 30 September 2016 23:51:25

Dear Sir or Madam,

I am writing to you regarding the development PROP TT7. I reside at [redacted] and have several concerns regarding this development.

1. There is a small strip of land directly [redacted] where Taylor Wimpey planted trees as they were not granted permission to build any houses there. We were informed that no houses would ever be built there. These trees are now several feet high and provide a natural habitat for a variety of wildlife and birds. I hope that this will be retained. Not only for the sake of the wildlife but for the sake of our privacy and children playing in their back gardens in safety.
2. Access to and from [redacted] estate for a few hundred extra people/cars etc will cause the roads to become very busy. [redacted] estate is a family estate of 3/4/5 bedroom houses with many children who play and walk around their homes. The volume of traffic caused by the access points through [redacted] estate will be dangerous for these children.
3. The Tranent Drs surgery which currently serves Macmerry is very, very busy. I frequently have to wait 6 weeks for appointments. Surely they do not have the capacity for all these extra patients.

I trust the concerns I have listed will be considered,

Thank you,
Mrs Linda Moonie

From: [Jennifer Dudgeon](#)
To: [Local Development Plan](#)
Subject: Local Development Plan
Date: 30 September 2016 14:09:09

I would like to object to the following sites being included in the LDP and request their removal.; Saltcoats (NK7),Fenton Gait East (NK8) and Fenton Gait South (NK9) from proposed sites for housing development.

I feel very strongly that the cumulative effect of these 4 sites is far too much for the village to cope with. It would, in fact, mean that Gullane would be contributing 50% of all the sites from north Berwick coastal area... too much for one small village.

That in fact leads to the second point. ; it is too much for one village and the impact on local services, especially the school and medical facilities.

Moving to transport, the roads are not able to cope with such an increase and the trains or access to them is way below what would be required, especially for saltcoats(NK7).

As I have said in previous objections for the village, the greenfield sites should not be looked at when there is a brownfield site in the village. These proposals compromise the delivery of the brownfield site and I object vehemently to these sites being in the LDP,

Yours,

JENNIFER Dudgeon

From:
To: [Local Development Plan](#)
Subject: Reference 16/00019/LDP
Date: 30 September 2016 16:08:51

We wish to register our continuing objection to the proposed housing development at Saltcoats, Gullane (PROP NK7). Firstly the Saltcoats proposal alongside the other proposed developments for Gullane is disproportionate to the size of the village and in this sense constitutes over-development which will drastically alter the character of the village and impose unreasonable strains on its facilities and transport links. Secondly the LDP should give priority in any further house building in Gullane to the existing brown-field site of the old Fire College, and this would represent a more appropriate contribution of the village to overall development in East Lothian.

Ann and Tony Elger,

From: [Andrew Plenderleith](#)
To: [Local Development Plan](#)
Subject: Fw: Windygoul South Proposed Development Objection
Date: 01 October 2016 17:03:21

Hi the enclosed was sent to a wrong email address by me. Regards Andrew Plenderleith

From: Andrew Plenderleith
Sent: 27 September 2016 15:57
To: ldp@eastlothian.gov.uk
Subject: Re: Windygoul South Proposed Development Objection

ldp@eastlothian.gov.uk

From: Andrew Plenderleith
Sent: 27 September 2016 15:52
To: ldp@eastlothian.gov.uk
Subject: Windygoul South Proposed Development Objection

I am in receipt of notification of above, I write with concern regarding further erosion of the greenbelt in our area and plans which clearly come into the over development category. I would also be obliged if you would provide a breakdown of affordable and properties for rent within the proposal, the reason for this question is the very obvious case of the ability of CALA Homes and Walker Group to build almost unopposed high end properties in Gullane and North Berwick without the proviso of the aforementioned. With the foregoing in mind I would certainly object to the proposal of such a development.

AndrewPlenderleith.

Regards

Policy and Projects
East Lothian Council
John Muir House
Court Street
Haddington
EH41 3HA

1st October 2016

Land at Castlemains Farm, off Station Road, Dirleton (Ref: 1600521/PM)

We write in response to the draft development brief for the Castlemains Farm site NK11. Our view is that the planning application is so non-compliant with the draft brief that it should be rejected. We have the following specific comments:

1. Access

Table 23 of the MIR clearly states *Access may be provided from Castle Mains Place, and will not be permitted from Station Road*. The draft brief contradicts this suggesting access could be taken off Station Road from the eastern end of Castlemains Place. This suggested access point is directly opposite the driveway of Braeside and whilst the very occasional use by the tenants of the commercial units poses a very low risk to access and egress from our property, daily usage would increase the risk of collision.

The planning application proposes access directly from Station Road, which both contravenes the findings of the MIR and the draft development brief as it would necessitate the removal of c.21m of mature hawthorn hedgerow. In addition the application does not propose access from the western end of Castlemains Place.

2. Sensitive Design on the Southern Boundary

The proposed layout goes some way to comply with this requirement but fails to integrate into the environment. A westerly extension of the plantation woodland would in the long-term reduce noise impact to houses close to the A199. The use of hedge or low fence boundaries to properties would better reflect boundaries in the village and reduce the hard impact of the built environment compared to the open plan garden spaces proposed. There are no details of the proposals for the public open space.

3. Sensitive Design on the Northern Boundary

Whilst the proposed development partly attempts to mirror the semi-detached properties of Castlemains Place it then infills the gaps between with detached garages of which there are none on Castlemains Place. There is no proposal for the suggested swale or linear detention feature along the landscape strip to the south of Castlemains Place, which becomes an odd looking island between two parallel roads.

4. Built Form

Building Height

The suggestion that the lower lying northern area of the site could accommodate 1½ storey properties and the recommendation that properties should reflect the scale and character of the built form of Castlemains Place are contradictory. Castlemains Place comprises single storey properties some of which have had loft conversions, certainly

not purpose built 1½ storey. All the proposed privately owned properties are 1½ storey and 1¾ storey in the case of the affordable housing, not single storey as suggested in the development brief.

Roofs

All the roofs are slate. Roof materials should be grouped as suggested to mirror the village with a higher concentration of slate at the western end of the proposed development off Fidra Avenue and light and dark terracotta tile in the eastern end.

External walls

The properties have coarse rubble effect Anstone. There is no natural stone work in the eastern end of the village. The stone in the central part of the village is reddish grey volcanic Trachyte and is typical of the area not a light brown reproduction sedimentary rock. There is no mix of render and stone in the village.

We're not aware of the use of any timber cladding in the village other than the school.

The timber windows in the village are painted white not grey.

The render is cream or light brown. The majority of the eastern end of the village is white although Castlemains Place is a light pink and the two commercial units are grey/brown

The Falzinc dormer cladding and roofing is not in keeping with a conservation status village.

Layout

22 of the 26 (85%) proposed private houses are detached. This is a reverse of the proportion of detached : semi-detached housing in the eastern end of the village.

5. Open Space

The open space is on the southern side of the proposed development, which has to be left open anyway so as not to impact on the views of the castle. The developers's environmental assessment suggests that noise levels for this area would not be conducive to amenity space. There are no proposals to expand the existing open space in the northern western area of the site and the proposed properties turn their back on this space.

With the exception of the access to the two units on Castlemains Place there is no footpath connectivity with the village.

It would appear that the western end of the development mirrors the alignment of the overhead electricity cables suggesting the developer does not intend to underground them.

Yours Sincerely

Carl & Kate Hamer

From: [Tom Walker](#)
To: [Local Development Plan](#)
Subject: Planned housing in Gullane
Date: 02 October 2016 12:33:12

Dear Sir/madam,

I am writing to request that three of the proposed elements of the LDP be disallowed. Saltcoats(NK7) and Fenton Gait East (NK8) and South (NK9) would result in unsustainable conditions for the infrastructure of our village.

Yours faithfully
Tom Walker

From: [audrey rattray](#)
To: [Local Development Plan](#)
Subject: Proposed Housing Developments. In Gullane.
Date: 02 October 2016 15:37:58

Dear Sir/Madam.

My Wife and I are strongly against the Saltcoats, Fenton Gait East and South housing developments.

The School, The Medical centre, and the roads involved at the areas detailed are not suitable for any more cars. As it is at the moment you can hardly find a place to park near the shops.

so parking is important.

The village has enough to contend with as it has already grown over the last few years. The village is not going to be able to cope with all the proposed new housing.

Our view on the old fire school is we would like to see houses there but only half of the proposed number stated, giving a bit more garden and greenery. It is a village!!!!

the fire school and would not like to see it over built on.

Mr & Mrs David & Audrey Rattray

From: [Charlie Laidlaw](#)
To: [Local Development Plan](#)
Subject: Objection to LDP
Date: 02 October 2016 17:21:15

I am writing to request that Salcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) are removed from the proposed LDP as sites for housing developments. The village of Gullane quite accepts the need to redevelop the former fire school for housing, but the overwhelming majority of residents do not want to see their village become a small town. There has been no appreciable increase in local employment opportunities, and housing development on the scale proposed in the LDP are unnecessary and would be of permanent detriment to the village, its people, and infrastructure.

I hope that good sense will prevail.

Yours sincerely

Charlie Laidlaw

From: [Jennifer Hartt](#)
To: [Local Development Plan](#)
Subject: Fwd: Housing development in Gullane
Date: 02 October 2016 18:58:00

Begin forwarded message:

From:
Date: 2 October 2016 13:03:46 BST
To: "ldl@eastlothian.gov.uk"
<ldl@eastlothian.gov.uk>
Subject: Housing development in Gullane

To whom it may concern

I am writing to object to the three housing developments proposed for Gullane. These being at Saltcoats, Fenton Gait East and Fenton Gait South.

Building this amount of housing will have numerous detrimental effects to Gullane: negative impacts on amenities, road networks, infrastructure, school and medical services to name a few.

Gullane currently has a brown field site that could be used for housing. Building on these major green field sites would compromise this brown field site being used.

Yours sincerely
Jennifer Hartt

30/09/2016

Objections to the Local Development plan.

I understand this is now open for consultation and wish to state my total objection to most of the plan. It is quite unthinkable that a development of this size should be allowed in this village. **OBJECTION TO NK7 NK8 NK9**

Most of us moved here because it WAS a village – NOT a town and not a probable building site for the next 10 + + years.

You purport to wanting to attract tourists – you will drive them away in their thousands if you allow this development – which is out of all proportion with local amenities , and facilities, roads, drainage, sewage disposal, school capacity and medical facilities.

I would strongly object to sites Fenton Gait South, Fenton Gait East and Saltcoats field.

This would give us an increase in housing out of all proportion with the rest of the village. It would remove valuable greenfield sites from those of us who want to retain them.. People come to this area because they want to see or live in a **village** – NOT a town.

Who has assessed the problems that will occur on our already overloaded roads – especially C111 which is used by walkers, cyclists , horses etc and is already an accident waiting to happen.

We do not have adequate speed controls through the village as it is and the advent of building materials and vehicles for some years to come would prove a nightmare. Many of the roads already have potholes and many street signs have not been maintained – and are illegible.

If Scotland must have more houses – have them inland – leave our coastal strip area as a pleasant place to visit –not an overcrowded place –with extremely poor transport links. Yes we have a station at Drem – with a totally inadequate car park NOW and cars that regularly exceed speed limits TO THE STATION – and there have been pet fatalities and always increasingly the possibilities of human fatality.

Where would our new Gullane inhabitants' find work locally – presumably either in Edinburgh – commuting daily so more cars– or locally, building more unwanted houses.

Do you want to be known as the people who allowed this incredibly awful scheme to go ahead when it has not been properly assessed or planned and the majority of the people who live here now totally oppose it.



By all means let them use the brownfield site – of the old Fire School – that would cause quite dramatic inconvenience and upheaval for a while – but would be better than using greenfield site- and their ecosystems- birds. Mammals, flora and fauna.

Many of us pay extremely high council rates for the privilege of living in this lovely area – but many of us would also seriously grudge these if more and more houses are to blight this lovely area.

Visitors come to see the coast, the beaches, the woods, the golf courses, the wildlife and the castles in the area – NOT row upon row of identical homes with totally inadequate local facilities. There would not be a single shop near the proposed sites- so more cars, more traffic more risks.

The school is overcrowded NOW, our village hall is booked to capacity most of the time, the Doctors would be hard pressed to recruit more staff.

I have written to object when every single one of the sites came up for planning – as have many other local people. The only possible people who might benefit from these ill thought-out schemes – would be the land-owners who presumably would be selling their land at a premium to builders – and of course the builders.

Have you NO consideration for local people who are going to have to cope with this for years and years to come. Obviously NOT.

I don't think future generations will thank you if you pass this ludicrous Development plan.

So please – read my objections and think about this carefully. I know NO-ONE who is in favour of this development plan and I do know most local folk- I worked here as the
and have been in most homes in Gullane – large
houses, small houses –rich and poor folk alike – and NO-ONE wants this plan.

Yours faithfully.

Pat Morris (Mrs)

**Response to East Lothian Council Proposed Development Plan at Parkview
Easter Pencaitland (PROP TT14) by Graeme P Chatham – 1st October 2016.**

- 1) The area designated for the proposed development of 55 houses is outlined on the attached Ordinance Survey extract reference 16/00058/LDP.
- 2) The area is prone to water logging due to damage to the field drainage system over the years since it was established sometime before 1855, when there were few, if any, houses built on the northwest side of Park View.
- 3) No plan of the field system has been found, however, there is evidence from various sources, including aerial photographs and dowsing of laterals running across the field from north to south, 25 yards apart, connecting to a leader which ran from the field opposite the War Memorial, down Park View and ended, originally, probably, at the river.
- 4) The laterals are lengths of unglazed clay pipes known as 'keyhole' pipes due to their shape, with a flat base. They were laid on oak planks and their use dates from the middle of the 18th century. Gangs of Irish labourers were brought over to dig these drains to prepare the ground for crops such as potatoes.
- 5) The 1855 Ordinance Survey map, copy attached, illustrates that at that time, the field, the main part which was known as 'Brick Field', was in fact three separate fields divided by two strips of woodland. The woodland strip nearest the B6355 ran along side a track, which was probably the original road, from the crossroads at the War Memorial, past a tile and brick works and clay pit, continuing on past Pencaitland (Winton) Cottage to the (very) old historic Dean Bridge. That strip of trees and these old industrial sites have long since disappeared, the only sign of their existence being scattered fragments of clay tiles and other debris, including glazed pottery items, scattered across the field. The second strip of woodland was grubbed out, in my memory, some forty years ago. I recall that no further drainage was installed at that time.
- 6) Soon after I purchased the property 15 years ago water accumulated at the bottom of our garden. The probable cause was that during the construction of the exchange, at least three of the old field drain laterals were interrupted, confirmed by later aerial photographs. The District Council of the day, obligingly ran a shallow drain, in the shape of a four inch perforated plastic pipe, from that southeast corner of the field behind the exchange, to I know not where. That solved the problem until recently, inadvertently, ploughed it up, resulting in swamping once again in the gardens of the exchange and the corner of the field.
- 7) The problem has been exacerbated by further damage to the field drain laterals on the northwest boundary of the field leading to a substantial ingress of water and further flooding into the field and the adjoining gardens.

8) I understand that East Lothian Council own a strip of land between [redacted] and [redacted] at the southwest corner of the field. The land falls away from the boggy south east corner behind the exchange towards that strip. A major part of the field could be drained to a new connector there, then on through the strip to link into the drain which runs down through the village past [redacted] entrance gates, which, of course, was the original leader into which all the field laterals were connected. There are some very modern systems such as 'Storm Bloc', which could be employed to regulate the flow of water to overcome any objections by Scottish Water.

9) In 1998 there was a serious drainage problem in the southeast corner of the field bordering [redacted] and the B6355. The cause was interrupted field laterals and the decision by Transco to site a gas pressure reduction station in that corner of the field, thus destroying any remnant of the already damaged field drainage system. After a prolonged heavy deluge, water found a new route under the foundations of [redacted] causing serious damage. Emergency propping had to be undertaken and after the water was drained from the area, a long section of the foundations required to be underpinned.

10) The original damage to the field laterals in that south east corner beside [redacted] was initiated by the building of [redacted] on Parkview in 1907. The builder, named [redacted] was a well known [redacted]. He also added a [redacted] to the house [redacted] and [redacted] [redacted] In addition, he sited [redacted] within his grounds near where [redacted] now stand. Later, two additional houses were built on [redacted] Park View – [redacted]. All this building activity resulted in serious damage to the drainage system including broken and silted up laterals. Transco's decision in 1998 to site their gas pressure reduction station there was the final element in their destruction.

11) In 1998, before repairs to [redacted] could commence, it was necessary to drain the south east corner of the field beside the B6355 to divert the water from under the foundations of [redacted]. Negotiations were opened with East of Scotland Water who recognised the severity of the situation and somewhat reluctantly agreed to allow access to their drain at the crossroads beside [redacted] diagonally opposite the War Memorial. In any event that drain was the original leader which the field laterals connected into.

12) I negotiated way leave across both of my then neighbours' properties, appointed a contractor and was advised by my [redacted] consultant civil engineer. East of Scotland Water dictated the specification of the new section of drain and monitored progress to ensure that their design was adhered to. I supervised the works personally and incorporated a silt trap prior to connecting it to their system. This new section has successfully drained that side and corner of the field to this day.

13) Because of the run of the land, the south east end of the field beside the B6355 could not be drained into a new connection at . As it was approved by East of Scotland water, to their specification, I believe that East Lothian Council could connect into the drain, albeit with an upgrade to incorporate a 'Storm Bloc' or similar system to regulate the flow. I attach copies of the correspondence between myself and East of Scotland Water in 1998 for information.

Conclusions;-

- a) The drainage system in the area designated for building 55 houses is very old, dating from as early as the 18th century or even before. When they were dug, there were probably no buildings on that side of Park View at all, allowing the laterals to be connected at 15 yard intervals to the leader, without impediment.
- b) Before site preparation can commence, prior to building houses, it must be drained even on a provisional basis.
- c) The simplest way of achieving that is, where possible, to connect as many of the old laterals to new leaders. One should be dug from the B6355 along the wall in the field on the northwest boundary of then turning at right angles south east to the boggy corner behind the telephone exchange, before running south east to the gap
- d) Ideally this new leader should then be connected to the drain in the road opposite gates – which is a continuation of the original leader. At the end adjacent to the B6355, because of the lie of the land, the new leader could be connected to the drain I dug to Scottish Water's specification and approval. Of course, from a practical viewpoint, the new leaders should be dug from the end with a connection already in place, to avoid flooding the new trenches.
- e) If that can be achieved, it will aid preparation of the site for building and relieve the situation for the various properties currently affected by surface water.
- f) From a selfish point of view an early start to the works will certainly relieve the problem of flooding and subsequent damage to the historic orchard, planted in 1907 in 'The Orchard'. Although fruit trees are not protected in any way, many of the original trees consist of ancient varieties, no longer available and are, in my view, worthy of preservation for future generations.

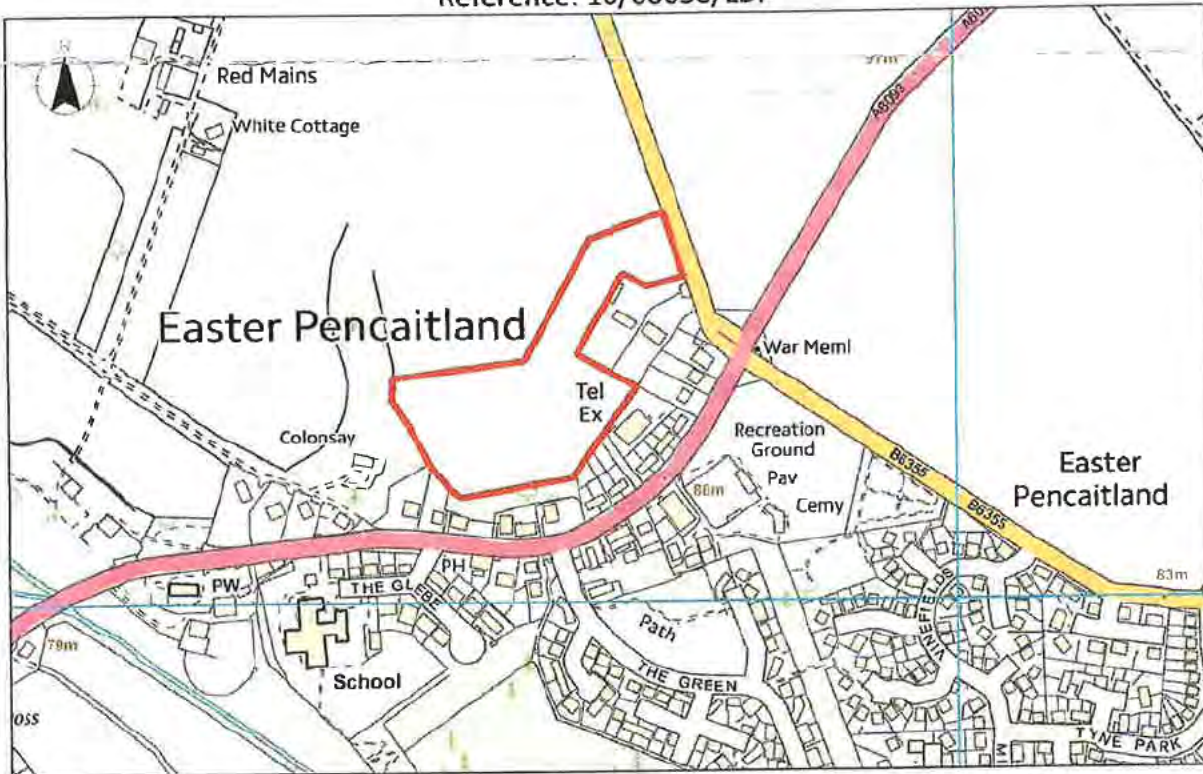
Graeme P Chatham,



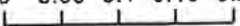
This is not a circular – East Lothian Council - This is not a circular

THIS FORM IS TO ADVISE YOU THAT THE EAST LOTHIAN LOCAL DEVELOPMENT PLAN IS AVAILABLE FOR COMMENT.

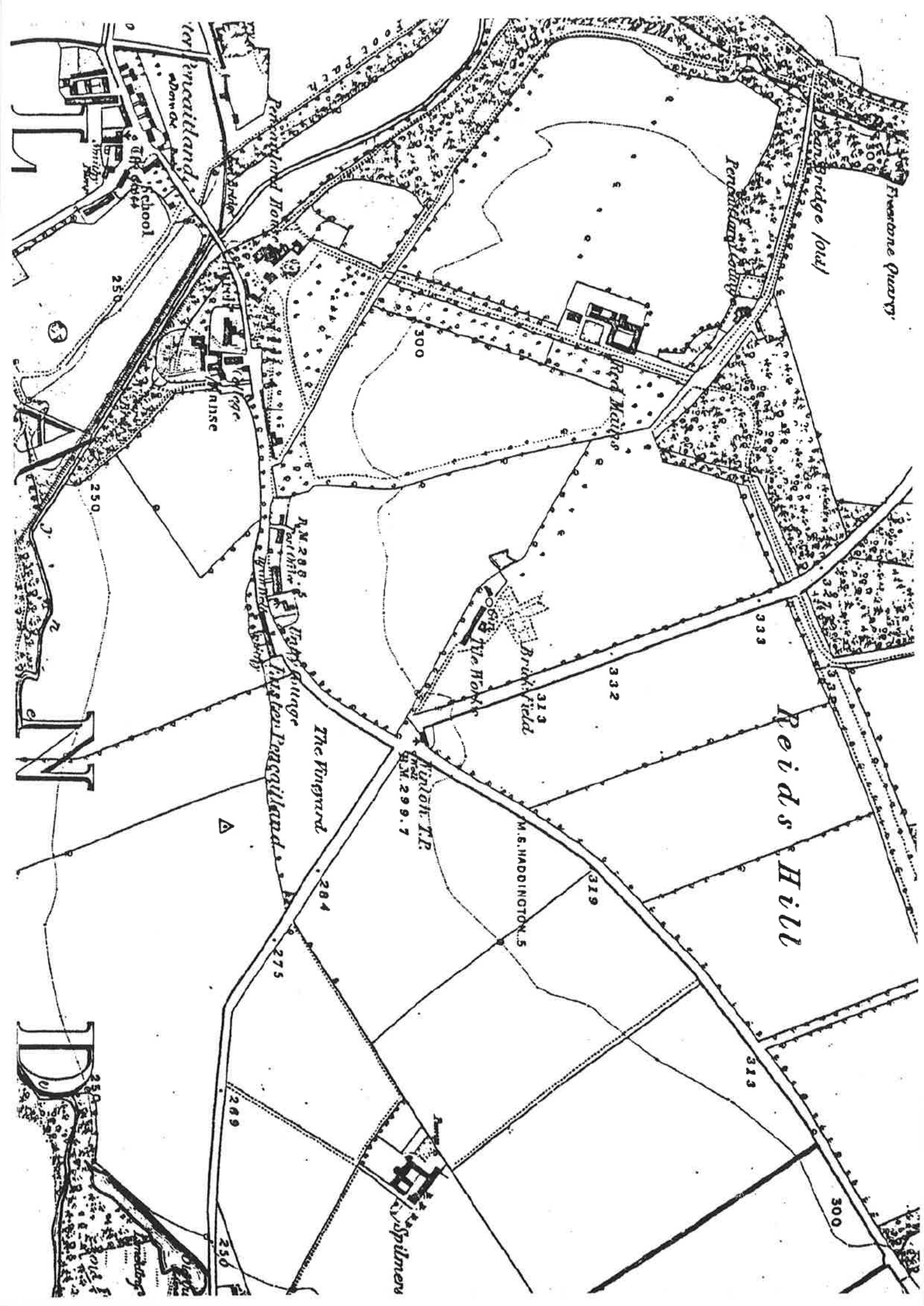
Reference: 16/00058/LDP



0 0.05 0.1 0.15 0.2 kilometres



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Pennington Hill

Pennington Hill
The Vanguard

School

Raise

Pennington Hill
The Vanguard

The Vanguard

284

275

269

250

N. 208
M. 299.7

Spilmers

Old Forge
Brickfield

M. S. HADDINGTON, S.

319

332

Reids Hill

313

300

Pennington Hill

Dean Bridge (old)

Firestone Quarry

Red Mills

D



East of Scotland Water

Chairman Cllr Robert Cairns
Chief Executive Rod Rennet

Mr G P Chatham

LOTHIAN DIVISION
55 Buckstone Terrace
Edinburgh
EH10 6XH

tel 0131 445 4141
fax 0131 445 6503

Our Ref: L/1/5/1/P/DS-55/aj
Your Ref:

04 December 1998

Dear Sir

PENCAITLAND

Further to your telephone call to this office and the visit by my assistant, Mr Stevens, on 2 December 1998, I wish to confirm that the drain presently piped under your house may be diverted into the main drainage system at the existing manhole adjacent

The new drain should be 150mm diameter from the proposed catchpit to the existing manhole, constructed of fireclay or reinforced UPVC (e.g. 'Ultrafib') pipework.

I understand that Transco are willing to arrange and finance this work.

They should contact me when the work is to commence in order that I can arrange for inspection.

If telephoning please ask for Mr D Stevens on 0131 445 6486.

Yours faithfully

pp M G Palmer
Network Manager - Lothian

From: [Norman Towler](#)
To: [Local Development Plan](#); [McMillan, John](#)
Subject: Letham Mains,
Date: 03 October 2016 09:36:15

I am writing as I wish to raise concerns about the proposed Letham proposal lodged with the council (PROP HN1) and the likely impact on houses on Burnside/ Clerkington Road/Park Lane in terms of increased traffic volume and the knock on effect to the Haddington infrastructure.

Recent developments and ongoing building at Dovecot 1 has led to significant increased volumes of traffic on all of these roads. We have previously raised this concern at one of the open events held at the Railway Hotel as part of the Dovecot consultation, and submitted a written objection.

We understand from the plans available that there is a proposed access road through the proposed Letham Mains site which will, in the future, provide direct access from the B6471 to the Pencaitland Road, however this appears to be only completed on the second phase of the Letham development.

I would ask that this access road be prioritised. The reason for this is that should no direct access road be available this will mean even more traffic on the roads referred to above, causing environmental (traffic noise and fume) impact, nuisance to residence and potential risks to children playing locally. In addition, new residents would surely wish direct access to the B6471 without having to take a more circuitous route along Pentcaitland Road, Clerkington Road, Park Lane, West Road.

Prioritising this road would also alleviate the additional traffic caused by the Dovecot development.

While our address is
therefore will be directly impacted by any increased traffic.

Norman and Elaine Towler,



amec
foster
wheeler

nationalgrid

Planning Policy
East Lothian Council
John Muir House
Haddington
East Lothian
EH41 3HA

Robert Deanwood
Consultant Town Planner

Tel: 01926 439078
n.grid@amecfw.com

Sent by email to:
policy&projects@eastlothian.gov.uk

26 September 2016

Dear Sir / Madam

**East Lothian Council: Local Plan Consultation
SUBMISSION ON BEHALF OF NATIONAL GRID**

National Grid has appointed Amec Foster Wheeler to review and respond to development plan consultations on its behalf.

We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.

Further Advice

National Grid is happy to provide advice and guidance to the Council concerning our networks. If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us.

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect our assets. Please remember to consult National Grid on any Development Plan Document (DPD) or site-specific proposals that could affect our infrastructure. We would be grateful if you could add our details shown below to your consultation database:

Robert Deanwood
Consultant Town Planner

n.grid@amecfw.com

Amec Foster Wheeler E&I UK
Gables House
Kenilworth Road
Leamington Spa
CV32 6JX

Spencer Jefferies
Development Liaison Officer, National Grid

box.landandacquisitions@nationalgrid.com

National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

Yours faithfully

[via email]

**Robert Deanwood
Consultant Town Planner**

cc. Spencer Jefferies, National Grid

Gables House
Kenilworth Road
Leamington Spa
Warwickshire CV32 6JX
United Kingdom
Tel +44 (0) 1926 439 000
amecfw.com

Amec Foster Wheeler Environment
& Infrastructure UK Limited
Registered office:
Booths Park, Chelford Road, Knutsford,
Cheshire WA16 8QZ
Registered in England.
No. 2190074



From: [CAROLINE ALLAN](#)
To: [Local Development Plan](#)
Subject: PROPOSAL FOR HOUSING DEVELOPMENT AT DRYDEN FIELD EAST SALTOUN EH34 5H
Date: 03 October 2016 21:48:24

to who it may concern

can you please take into consideration on the following points re the above proposed housing development.

1/ how will the primary school cope with additional pupils, the existing school is small and there is no land to extend

2/ no regular public transport to any of the adjacent villages or towns

3/ lack of public ammenities, no shops, broadband poor, only one repair garage and a small village hall

4/ the road from Gifford to Pencaitland is a race track at times, traffic coming through the village is much faster than is stated on the speed signs - how will traffic be controlled

5/ junction up from the primary school which accesses to Burnett Crescent is a nightmare at times and there has been accidents over the years since the junction was formed for the

Burnett development and the adjacent steading development, nothing has been done to try to improve this junction, how will the new access be formed

6/ if the new houses where to be developed, hopefully they will not be oversized designed houses as at Burnett Crescent which do not match in appearance with the rest of the houses within the village

7/ was there not land earmarked for future housing development at the top of West Crescent, what happened to that site?

8/ will the existing water/sewage drains cope with a large future development?

9/ if the development was to go ahead hopefully the existing well established hedge rows would be preserved and not rebuilt with wall/fencing. Hopefully the houses would be built well back from the road

We hope that you take our concerns on board

Mr and Mrs Allan

From: [Hellen Clark](#)
To: [Local Development Plan](#)
Subject: Objection to Saltcoats NK7 Fenton Gait East NK8 and Fenton Gait South NK9
Date: 03 October 2016 09:44:11

I object to the above sites being zoned for housing development. Local life will be wrecked as Gullane will no longer be a village as 100's of houses will be built, completely changing the character of the village. It is too many extra residents for the existing facilities. The main road is constantly choked with traffic and local businesses will suffer because no one can get parked anywhere near them. The train service is overcrowded as it is and passengers have to park a mile away from the station. The new bus service takes an hour and twenty minutes to get to city centre, so more will be trying to get to town by train and car. The roads will get busier and busier, traffic noise and pollution will increase. Crossings will be required. Car parks. A complete mess. It is not fair to existing residents to alter the rural village atmosphere so radically. No one wants to see Gullane ruined. The land being proposed at Saltcoats is particularly beautiful- looking all the way to NB Law. It would be criminal to dig it up for housing. It is bad for rural counties to be forced to allow greenfield sites to be built on. It does not change the character of a city to build more houses, but it does change a village into a characterless dormitory. Ever been to Hemel Hempstead? My name is Hellen M Clark

From: [David Robinson](#)
To: [Local Development Plan](#)
Subject: Proposed Local Development Plan
Date: 03 October 2016 10:01:09

Dear Sir,

I wish to object to the development proposals for the Gullane area contained in the Proposed Local Development Plan.

My reasons for objecting are:-

1. Development should be as near as possible to work opportunities. This is not the case with these proposals which would give rise to a significant increase in commuter traffic.
2. The inclusion of green field sites, which are easier to develop, will, almost certainly, mean that the brown field site of the former Fire College will not be developed and will become an eyesore or become a commercial development.
3. The proposed housing and the existing village facilities are far enough apart to give rise to increased local traffic.
4. The scale of the proposals compared with the existing size of Gullane is disproportionate and will impose significant capacity strains on the school, medical facilities, parking and other amenities.
5. There will be a large increase in the traffic volumes on country roads with associated safety issues.

Would you please include my objections along with any others that may be made when the Proposed Local Plan is considered by the Council.

Thank you.

David Robinson,

From: [Philip Smyth](#)
To: [Local Development Plan](#)
Subject: Planning objection NK7,8 & 9
Date: 03 October 2016 14:11:03

Dear Sir,

I would like the Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) proposals to be removed from the LDP as sites for housing development for the following reasons:

1. The developments are not sustainable with regards employment, leisure & recreation and would have a negative impact on the local people.
2. The over-development is unreasonable as it would result in an increase in the village size by over one third.
3. Gullane is taking an undue proportion (50%) of East Lothian coastal development.
4. The impact on the rural road network.
5. Access to public transport is below that needed. The car parks at Longniddry and Drem railway stations are already full.
6. The development is at the opposite side of the village from shopping facilities.
7. Road safety issues will result.
8. Use of Greenfield sites when Brownfield areas are available.
9. Community facilities will not be able to cope with the increase in demand.
10. The negative effect on tourism and day to day village life.
11. Primary school and medical facilities (the new surgery waiting area is already full with a 1-2 hour) will be unable to absorb the increase in demand.

Regards,

P L Smyth,

From: [Geraldine Mogridge](#)
To: [Local Development Plan](#)
Subject: Potential Developments in Gullane
Date: 03 October 2016 16:13:59

Dear Sir/Madam

We wish to register our objection to the following potential building developments:

SALTCOATS (NK7)

FENTON GAIT EAST (NK8)

FENTON GAIT SOUTH (NK9)

And request that all 3 are removed from the proposed LDP as sites for housing development

To date we have not objected to any work in Gullane however the proposed building applications have left us no option but to do so for a number of reasons.

Reasons

- The village is no longer able to cope with the size of the current community (**before any other building work is agreed**) with all the amenities including the Gullane Medical Practice and School being pushed beyond its capabilities. The increase would have a detrimental impact on the community.
- This would be over development at a scale beyond unreasonable with 3 major sites all situated in the east of the village with an unacceptable growth of 30% unheard of in any other region of the UK / Scotland
- The cumulative impact on Gullane has not been properly assessed nor has the impact on the rural road network and in particular for the C111 towards West Fenton, where use by its many vulnerable users will become impossible
- The increase will also create road traffic issues and potential increase in accidents as parking is also extremely limited.
- The train / bus services are not frequent / good enough to cope with rush hour commute
- When we purchased our property we were advised the old fire station site was green belt and could not be used for development yet this now appears to have changed!!
- The Village Hall will not / cannot meet the increased level of demand.

Overall Gullane cannot cope with the potential increase and we have seen nothing to date to convince us otherwise. The whole effect

Of the village and its character will be lost forever struggling to cope which would be a major shame and very sad.

We reiterate, we object to the plans, require our objection to be logged and want all of the 4 sites to be removed from the LDP

Thank you

Alan & Geraldine Mogridge

From: [Barbara Gibb](#)
To: [Local Development Plan](#)
Subject: Over Development in Gullane, East Lothian
Date: 03 October 2016 19:32:01

Dear Sirs,

I write in respect of the future developments in Gullane and ask that Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) be removed from the proposed local development plan as sites for housing development. Gullane village facilities - medical center, school, roads and parking will not be able to cope.

The duration of the building work over several years will have a negative impact on the local residents. There is a traffic issue in the village at the moment and having construction vehicles using the narrow streets daily will further increase this problem.

Again, I ask that these Greenfield sites be removed from future plans to develop Gullane.

Yours sincerely

Barbara Gibb

From:
To: [Local Development Plan](#)
Subject: Mr A.Walker objection to proposed development plan for Gullane
Date: 04 October 2016 10:36:45

Hello,
I would like to have my objection to the Local development plan for the Gullane area noted please.

I will be objecting LDP for Fenton Gait South NK9, Saltcoats NK7 and Fenton Gait East NK8.

The reasons that am objecting are as follows:

1. An over population in the Gullane area with 344 new houses and little improvement on infrastructure.
2. A burden on the local primary school with potentially hundreds of new starters.
3. A burden on local facilities i.e. the village hall, dental practice and the Doctors surgery.
4. A huge increase in local traffic coming through the village.
5. a huge increase in construction traffic.
6. The negative impact on tourism and local day to day life if these developments go ahead.

Yours
Mr A Walker

4 October 2016

Policy & Projects Development
Partnership & Services for Communities
East Lothian Council
John Muir House
Brewery Park
Haddington
EH41 3HA

Dear Sir or Madam:

ELC Proposed Local Development Plan

I wish to request Saltcoates (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) be removed from the proposed LDP sites for housing development.

There is no substantive evidence that the capability of the existing local infrastructure including roads, transport, schools, medical centre, community facilities, foul drainage system among other factors could sustain the proposed housing development. And the proposed development would have a significant effect on the character and appearance of Gullane and the wider Conservation Area; and disturbance and loss of view (including areas of historic interest) of neighbouring properties. It would also adversely affect the setting of the Listed Buildings at West Fenton and, in particular, the residential amenity of occupants arising from a substantial increase in both construction and commuter traffic.

It is also noteworthy that the proposals do not fulfil ELC's policy "to provide appropriate opportunities to help grow and diversify East Lothian's economy and create more jobs in the area", as clearly demonstrated by recent housing developments in North Berwick where such development have also failed to deliver the Council's stated aim of "more affordable homes".

Yours faithfully

David Farrer

From: [Antonia Ward](#)
To: [Local Development Plan](#)
Subject: Objection - 4 Proposed Housing Sites in Gullane
Date: 04 October 2016 11:49:12

To whom it may concern

Further to my two objections with regards to planning applications made for Saltcoats and Fenton Gait East within Gullane, I am writing to further object. I would like Saltcoats (NK7) and Fenton Gait East (NK8) and Fenton Gait South (NK9) to be removed from the proposed LDP as sites for housing development.

The scale of over development for this area would be catastrophic in terms of the local community, amenities, lack of public transport access and volume of traffic this would create. There would be a 30% growth in the village which is over development at a scale that is totally unreasonable for the existing residents.

I have children and already know that the School is fit to burst, the last housing development in Gullane resulted in an average of 1 school pupil per house. Seemingly two additional class rooms are proposed with this 30% development, not quite sure who is doing the Maths here?

There is a perfectly good brown field site at the Fire Station crying out for redevelopment rather than ruining the arable land with three proposed green development sites. Surely this cannot be allowed, it is so detrimental to the environment as well as the reasons listed above.

Please submit my objection that this should absolutely not be allowed to go ahead on such a scale.

Many thanks
Antonia Ward

From: [Peter & Anne Rintoul](#)
To: [Local Development Plan](#)
Subject: Plans for Dirleton
Date: 04 October 2016 08:56:03

Dear Sirs

We understand you are actively finalising plans for the whole of East Lothian but have little detailed knowledge regarding locations outside our immediate area. On the other hand we do have strong views on possible developments around here, which we hope will be considered.

The CALA proposal is in a prominent position and would significantly alter the village's external profile, not least because of the properties being quite unlike others in the village (with the notable exception of their earlier development in a discreet situation behind the church.) It would be a crime to let developments like this proceed anywhere in East Lothian.

This does not mean, however, that we would automatically oppose development in our village and the site opposite Foreshot Terrace is suitably discreet so that a degree of sensible infill would make sense. Once again it would be important to provide sympathetic design and good access but this would be an infinitely preferable site for new houses here and across East Lothian.

Yours faithfully

Peter & Anne Rintoul

Peter & Anne Rintoul

From: [Pat Ferguson](#)
To: [Local Development Plan](#)
Subject: Proposal for Development at St John's Street, Spott (PROP DR11)
Date: 04 October 2016 16:02:47

Dear Sirs

I have received your notification of the proposal for current agricultural land at St John's Street, Spott, to be used for the building of six houses (circa? does that mean possibly more?).

I am a resident and am concerned about matters which could adversely affect me:

The road, although wide enough to allow two vehicles to pass, is quite narrow and busy.

it is important to have my car at the door especially in icy weather. I am concerned that, during the construction period, this could be difficult.

The other matter for concern is the septic tank which serves the present eight houses. There have been problems from time to time resulting in flooding in my back garden. One time the Council engineers came and put sand bags at my back door as the water had risen so high. There was also a lot of paper to clear away after the tank had been empty and the water subsided. The last time that there was a problem the Scottish Water engineer told a neighbour that the tank needed upgrading.

When deciding whether to grant planning permission for building I hope that you will consider my concerns and I thank you in advance for doing so.

Yours faithfully

Mrs Patricia Ferguson

From: [gordon.kerr](#)
To: [Local Development Plan](#)
Subject: LOCAL DEVELOPMENT PLAN RE EAST SALTOUN
Date: 05 October 2016 10:45:50

DEAR SIRS

I WISH TO OBJECT TO THE APPLICATION TO EXTEND OUR VILLAGE WITH NEW HOUSES IN "DRYDEN FIELD"
THE SIZE OF THE PLANNED EXTENSION TO THE VILLAGE IS TOO LARGE BY 100% AS IT WOULD INCREASE THE VILLAGE BY APPROX.50%

THE EFFECT ON EXISTING SERVICES SUCH AS SCHOOL, DRAINAGE, ROAD SAFETY AND THE COMPLETE GOING AGAINST THE CONSERVATION VILLAGE PRINCIPLE IS NOT ACCEPTABLE

YOURS FAITHFULLY
GORDON KERR

From: [Ivan Middleton](#)
To: [Stewart, Andrew](#)
Cc: [Local Development Plan](#)
Subject: Letham Mains Development
Date: 05 October 2016 13:15:39

Hello

We would like you to clarify what changes have occurred to the Indicative Masterplan of 2011 concerning Letham Mains.

Our major concern apart from the scale of the proposed development is the the design of the Nature Belt and buffering area that is planned for the land adjacent to the Letham House Drive and land

at East Letham to the south west of Letham House. As much as possible we would hope that sensitivity will be employed to prevent disturbance to wildlife and the historic setting of comprising of properties

We were unable to elicit this particular information in Haddington library.

Is there yet a timescale for the development of this site?

Yours sincerely,

Ivan and Vivienne Middleton

From: [Peter Burt](#)
To: [Local Development Plan](#)
Subject: Local Development Plan
Date: 05 October 2016 16:11:53

Dear Sirs;

I am writing to object to a number of elements in the Local Development Plan (LDP). My complaints refer both to the LDP itself and to its proposals in relation to Gullane in particular.

As far as Gullane is concerned, the LPD recognised that Gullane ranks 10th out of 11 areas for accessibility and yet the LPD suggests that it should be further developed. That is simply illogical and unjustifiable. Accessibility is important and to propose placing more development in the second least accessible location beggars belief. The only access to Gullane is the west-east A198. Being the main access to the coastal strip between Longniddry and North Berwick and indeed the A1/A199, the A198 is a busy road. There also is the unrated small road (Fenton Gait) that leads to West Fenton. That road does not even qualify for a "B" rating because it is so narrow. Indeed there is a small bridge on that road which does not even meet the statutory requirement for two-way traffic. The Saltcoats and East Fenton Gait and South Fenton Gait developments only be accessible from that small road onto the A198 were made unless they were routed south past West Fenton. There is pedestrian access to the west of the Saltcoats development but it is a private road and unavailable for general vehicular access.

Infrastructure development nowadays should include employment prospects. More realistically as the LDP recognises, most houses will be occupied by people commuting to work in and around Edinburgh. Neither road nor rail access can be improved significantly. Already access roads into Edinburgh itself as well as the the Edinburgh Bypass are unable to cope with the volumes of traffic. There is no practical solution to improving the roads. Rail access is limited by the fact that the main East Coast railway line capacity for commuter traffic is restricted by the number of high-speed express trains. Nor is there adequate parking at North Berwick, Drem and Longniddry, a fact again recognised in the LDP. Wishful thinking will not solve these problems.

The proposed developments at Saltcoats, East Fenton Gait East and South do not fit with the LPD's Strategic Policy Objectives. They are green field sites of Grade 2 arable land and, according to the LDP, include geological and rare minerals.

To describe the Saltcoats site as being adjacent to a town that provides a wide range of facilities is simply incorrect. Gullane has two general stores (the Co-op does not meet the definition of a supermarket) but is about to lose its Post Office. The primary school is over capacity and the medical centre likewise.

Finally the Fire College site is a brown site which is available for development. As a brown site, it is a more desirable site from a planning perspective than any greenfield development. It has direct access onto the A198 and bus stops within the maximum distance from the development which none of the other proposed sites can offer. Combined with the other primarily infill developments over the past

few years, it provides a proportionate and responsible approach to increasing the size of Gullane village.

On a more general objection to the LDP, it is very sad to see the plan drawn up with no long-term vision as to how best to integrate the demand for housing with the need to preserve the ambience of the County. It does not have to be thus.

Good planning has a proud history in East Lothian. Between 1950 and 1985, East Lothian and thereafter Lothian Region coped extremely well with the demand for housing and was preserved from the worst excesses of inappropriate development by the work of Frank Tindall. For 35 years he was East Lothian's planning dynamo, first from 1950 to 1975 for East Lothian County and from 1975 to 1985 for Lothian Region. The late Professor John Mackintosh MP placed him as one of the great Scots of his generation in pioneering forms of urban renewal and countryside management and his obituary by Tam Dalyell emphasized his enormous contribution. Why are we today prepared to accept plans by developers such as Cala who make little (no?) effort to integrate their developments into the community but simply plonk them down willy-nilly? WE may be compelled by the Scottish Government to accept new houses but we certainly can insist on them being in keeping with the local community. Building individual houses are subject to considerable constraints on appearance and even of the colours chosen. Big developers do not seem to be subject to similar constraints on their developments..

Finally, commutation payments by developers in respect of avoiding their affordable housing commitments need to be substantially increased to recognise the cost to the community. Again this is an area where the planners have considerable powers and which should be used.

Yours faithfully

Sir Peter Burt Viking thank you very much thank you

From: [Janette Mosedale](#)
To: [Local Development Plan](#)
Subject: Objection to houses being build on green field sites in Gullane
Date: 05 October 2016 16:35:32

Dear Sir/Madam

I would like to object to the proposed building of new houses in Gullane,,,Saltcoats(7) Fenton Gait South(NK9) and Fenton Gait East (NK8). Surely it would make more sense to build on the old fire school? Surely that is what the government is saying should happen?

The schools, roads, doctors cannot accommodate all the resulting people who would move into the area. Never mind the buses and the trains ,,,,the trains are bursting at the seams already. Surely a controlled number of new houses would make more sense and definitely using brown field sites in the first instance

Look forward to hearing you have listened to my objections to the building of so many houses in Gullane

Thank you

Mrs Janette Mosedale

From: [Laura Thomas](#)
To: [Local Development Plan](#)
Subject: RE Removal of Proposed LDP Sites for Housing Development
Date: 05 October 2016 19:03:59

To Whom it May Concern

I object to the following proposed sites for development:

Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9)

for the following reasons:

1- community facilities especially the Village Hall and School can't meet the increased level of demand needed for the numbers involved.

2- The access to public transport in the area is very poor. I believe it doesn't not allow of volumes of increase use in particular the trains in and out of the city which one would presume to be the major employer of persons living in East Lothian.

If you need any further opinions from me, please do not hesitate to contact me on:

Laura Thomas

Kind Regards

Laura Thomas

From: [Guy Tulloch](#)
To: [Local Development Plan](#)
Subject: Local Development Plan Consultation - Objection
Date: 05 October 2016 20:34:02

I write to formally object to the new Local Development Plan - specifically the plans for Gullane.

My request is that SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) to be removed from the proposed Local Development Plan as sites for housing development.

We have recently moved our family to West Fenton and are very concerned about the implications for the local community. Taken as a whole, an expansion of the village by 30% is excessive and will certainly prove detrimental. The school, medical practice, village hall and parking facilities will all clearly struggle to cope.

It is clear the cumulative effect of the 4 development sites is not being taken into account. Gullane has poor public transport links which means a dramatic increase in traffic would be inevitable. This is a particular issue for the SALTCOATS site as the access would be via the C111 towards West Fenton which is a quiet road frequented by walkers, cyclists, horse riders and farm vehicles. Effectively pushing the commuter traffic onto this road is dangerous and to my mind negligent. The plans need to be amended before someone gets hurt.

There is a perfectly sensible plan to develop the old fire school which has the support of the local community and will provide addition housing at a scale that the village has the capacity to cope with.

I would be very grateful if you would take these points into consideration and amend the Local Development Plan accordingly.

Yours sincerely.

Guy Tulloch

From: [Gillian Kirkwood](#)
To: [Local Development Plan](#)
Subject: Objection to Local Development Plan
Date: 06 October 2016 15:27:39

To East Lothian Planning Authority

I would like to register my objection to the East Lothian Development Plan as it affects the village of Gullane.

The three development areas, NK7, NK8 and NK9 should be removed from the Development Plan as sites for Housing development.

The village, or indeed the area, cannot sustain the number of houses in these three areas (estimated at 219), with their consequent vehicles, children etc. The owners of these houses will not bring any benefit to the village. They will be commuters, probably working in Edinburgh. The roads these houses will be on are narrow country roads, which will not cope with a huge increase in traffic. The school will not cope with the extra pupils. There are only a few places to park at our village shops. where are all these extra cars going to go? There are very poor transport links between Gullane and Edinburgh, no train service and a very poor bus service.

If you must build houses in the village, then please use the Fire College ground, where existing buildings can be utilised, and new ones built.

I've copied my two previous objects to specific Planning applications and they can be found below.

Please send an acknowledgement that you have received this objection.

Yours

Gillian Kirkwood

Objection to Planning Application 16/00587/PM sent on 26 August 2016

I would like to object to Planning Application 16/00587/PM (41 houses and 8 flats at Fenton Gait Eat)

I don't think that this construction on prime green-field agricultural land should be allowed before the brown-field site at the old Fire Training College is considered.

Gullane is a village... we don't want it turned into a commuter town for Edinburgh. Public Transport is not adequate as it is... it would be different if we lived with a railway station. As it is , the roads are not going to be able to cope. This

development is a long way from any shops. If it is built, then going for any errand to the Gullane shops will require a car. And where is that car going to park?

Please send an acknowledgement that you have received my objection.

Yours

Gillian Kirkwood

Objection to Planning Application No 16/00594/PPM sent on 18 August 2016

To East Lothian Planning Authority.

I'd like to object most strongly to the Planning Application No 16/00594/PMM for the development of Saltcoats field.

It seems to me that the whole area round Gullane is already at its limit as far as housing is concerned. Parking is an absolute nightmare.... not only in the village, but also at our two nearby train stations, Drem and Longniddry. Before anyone builds any more houses, that issue needs to get sorted out, and additional parking slots added to both those car parks. North Berwick is no better, and parking, transport and road safety in East Lothian, should be a priority before any thought of adding extra families, people and cars into the mix.

Gullane is a village in its own right, not a commuter development for Edinburgh. If you added all these extra houses, where are the people going to work?

If you do have to add houses to the village, the Fire School, has been lying empty for a couple of years. The old Marine Hotel is a landmark in the village, and it could be converted into flats, with the surrounding buildings either also converted or knocked down and new houses built on the site. This is by far preferable to building on a green field to the south of the village.

I hope that you take my views into consideration when you come to decide on the Planning application for Saltcoats field.

Please email me to acknowledge receipt of this objection

Yours sincerely
Gillian Kirkwood

East Lothian Planning proposals,
Haddington,
East Lothian.



To whom it may concern

We would like to oppose East Lothian Development Plan for Spott. The proposed plan has a development of 6 houses at the end of St John's Street, Spott. Firstly the village is a conservation village and was originally built with a linear nature in mind. The village is accessed by a very narrow road from Asda round about on the A1 to the village itself; this is already a very busy road which has to deal with tractors and Lorries gaining access to Spott grain store and vehicles travelling to Spott also.

The area outlined in your plan is arable land which is the soak away area for the septic tank for the 8 houses on St John's Street, it also performs another useful function of being the main soak away area for any surface water gathering in and around St John's Street as there is no drainage apart from the run off into the field at the bottom of St John's Street.

Scottish water normally gains access to the septic tank through the field to service and clear this 8 houses septic tank. This septic tank overflowed recently on the 12th September 2016 and overflowed and contaminated the area outlined in your plan. It took Scottish water a total of three days for the tank and surrounding area to be cleared and decontaminated using the field for access. The tank in Scottish Water's opinion is only just adequate for the existing 8 houses that feed into it.

As Scottish water and presumably Scottish Power who also have main's power cables running from a pole North of St John's Street garden stretching North East directly above the proposed area, they would use the field to access tank and power pole/cables there is presumably a way leave in existence for access.

Along with the new housing proposed at Beverage Row this will impact on West Barns Primary School and Dunbar Grammar School along with the existing Doctor's Practices.

Lastly St John's Street is already over burdened for vehicular access to the existing 8 houses to propose a further 6 homes and construction traffic using this street would seem impossible.

If we do have to have further houses built in Spott may we propose the flat area between Spott Village hall and Spott Church which would be in keeping with the linear nature of the village, this land is owned by the same landowner and would be of

a less intrusive impact on the surrounding area and houses than in your 2016 development plan, bearing in mind the previous objections and reasons listed above.

Yours faithfully,
Mr and Mrs C Ainslie.

From: [alan.buchanan](#)
To: [Local Development Plan](#)
Subject: Dunbar
Date: 06 October 2016 09:52:08

Hello,

The points I would like to make relate from my perspective to the Dunbar proposals but I'm sure could also be relevant to the whole plan.

Firstly the documentation is difficult to interpret and read. It isn't an easy pleasant read and this will discourage a wider public involvement of the plans and process.

Secondly on the planning for Dunbar and in particular the plans around Brodie road, DR1. My concerns are about the path and road network which is to encourage walking cycling. There has been a noticeable change in the style, size and layout of developments over the last few years. Roads are narrower, as are pavements often with a pavement on one side of a road only. This gives quite an enclosed feel raising the sense of road vehicles travelling fast and along with narrowness of verges bring pedestrians closer to the road. Not a way to give a sense of safety and therefore encourage other means of transport away from the car. An example of this change can clearly be seen and felt when walking along Moray Avenue and then comparing this to Fairbairn Way.

Thirdly what has become or will become of grassy and woodland areas? The earlier developments have not just a sense of space and openness they utilised the environment by maintaining established areas such as Lochend woods, grass areas around John Muir gardens and along Middlemas road. These are very clearly missing when you enter the Earls Gate and Gospatrick Grange. The overwhelming feeling and reality is concrete! Paths/roads/houses.

Reference is always being made about the environment and how these developments utilise it but the reality is far from the drawings. I noted on previous plans for Earls Gate that the development was to make use of views around the area for example towards Doon Hill or North Berwick Law. This is a lovely notion and I'm sure suggests that planners are thinking about the aesthetics but I feel wholly misleading if not an untruth! When you enter Earls gate there is nothing that you can see apart from other properties and cars.

Can we please get this right and listen to the residents who live and breath the area not the developers and planners.

Another final note. Why are there so many signs inviting people to visit the development sites? Not only do they attach signs to lampposts they sink concreted poles into the verge of all sizes every few metres. This is completely unnecessary, unattractive and clearly not monitored by planners.

Best wishes,Alan

Alan Buchanan

From: [Natasha Duffy](#)
To: [Local Development Plan](#)
Subject: Proposed local development plan for representation
Date: 06 October 2016 13:48:26

I am writing to raise my concerns regarding the development of the Cala Homes site in Dirleton.

Firstly, the location of the proposed site does not fit in with the local surroundings. The pretty picturesque views of Dirleton and the castle will be lost by this new building development. I do think that we need some more houses in Dirleton, however the number of houses needs not to be too excessive for the area, and the Foreshot Terrace site, proposed by Muir Homes seems far more appropriate.

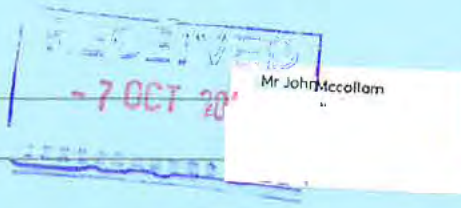
Secondly, the chosen designs of the houses also cause huge concern as they seem to be going for a very modern style that is not at all in keeping with the surroundings.

Finally, and my biggest concern, the houses proposed do not reflect the need for reasonably priced, appropriately sized housing to encourage young families in to the area. This is something that is desperately needed. My husband and I both work and yet all we can afford is to own a flat. We choose to live in this area as it's where I grew up, and yet it feels that all developers are consistently building houses in this area well above the average house price for the size, and therefore not addressing the requirement for more affordable houses. We all have read the recent statistics on the fact that people in their 30s ten years ago were in a far better financial housing position than we are now, so why not help to develop the next generation of families to move into this area.

I feel extremely passionate about this subject and hope some of my thoughts, and those of other residents in the area, are taken on board.

Kind regards,
Natasha O'Connor

5.10.16.

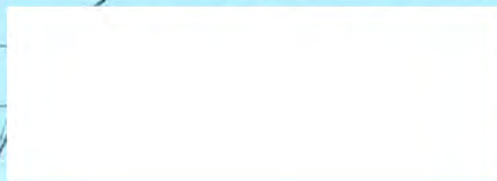


Dear Sir,

I wish to record my strong objection to the proposed over-development in Gullane. These proposals would change the nature of the village & its surrounds.

I therefore request that in particular the development proposals for the following, Seltcoats (HK7): Fenton East South (HK9): Fenton East East (HK8), be removed from the Local Development Plan.

My objections are based on the impact on local & national services such as transport, health services, educational services, & on the visual impact on the locality. The increase in the probable number of cars pumping gases into the air & further clogging of access roads.



6.10.16.

Dear Sir,

The East Lothian Council's local development plan now being open for consultation I should like to place on record my objections to Saltcoats NK7 , Fenton Gait East NK8 and Fenton Gait South NK9 and ask that they be removed from the plan as sites for housing development.

I have been advised that if all the sites were developed it would involve over 300 houses 300 cars 300 school age children and hundreds more commuters.

At present there is no spare capacity in N Berwick , Drem or Longniddry stations for extra cars .At certain times of day , crossing the main street in Gullane is hazardous even now.

Most of these people will shop in Gullane ,where will they park ? its too far to walk from their home.

We hear nowadays of environmental issues being so important ,how can it be justified to cover hundreds of acres of the best agricultural land in Scotland in concrete and tarmac ?

Stick to Brownfield sites and leave our green fields green.

Yours sincerely,

T.I.L.Burns

4 October 2016

Policy & Projects Development
Partnerships & Services for Communities
East Lothian Council
John Muir House
Haddington
East Lothian EH41 3HA



Dear Sirs

EAST LoTHIAN COUNCIL'S PROPOSED LOCAL DEVELOPMENT PLAN

I wish to object to the proposed sites for housing development and ask that the Saltcoats, Fenton Gait East and Fenton Gait South developments be removed from proposed LDP on the following grounds:

1. This will be an over-development of the Gullane area on a scale which is massive and I am extremely concerned that the approval of these sites will compromise the delivery of the Brownfield site at the Fire School, which I believe is an entirely reasonable development and in Gullane terms much more in tune with the current size of the village.
2. The proposed sites have poor road and public transport access, particularly for the C111 towards West Fenton, where use by its many vulnerable users will become impossible
3. As the sites are at the opposite end of Gullane to the village facilities, this will require vehicle transport which the village can barely take and cause chaotic parking problems (which are already bad enough) in the facilities end of Gullane.
4. The medical facilities for a large number of additional patients will undoubtedly be a serious problem, particularly with the difficult position of finding GPs.
5. the local primary school I do not understand how an influx of additional pupils can be accommodated, other than perhaps by extending building into the playground which would seem to be totally contrary to sensible development.

Yours faithfully

W R E THOMSON

From: [Gordon's Mail](#)
To: [Local Development Plan](#)
Subject: Local development plan for East Saltoun
Date: 07 October 2016 15:29:24

Dear Sir,

I strongly disagree and object with the plan to build on grand scale in what is a conservation village. This housing scheme would double the size of the existing village.

The infra structure here isn't able to cope with influx of people.

A. Schooling at almost full

B. Drainage. Sewers back up.

C. Public transport , very poor

D. No shops or public amenities here.

C. Wild life...owls, bats etc.

D.planning has been extra strict in past years in order to keep, the ambiance of a very old village in tact.

What may I ask would a large development in same area be classed as.

Planners in the past have been very strict, I hope they are capable of keeping their high standards,and deem this plan a non starter, on grounds they would be increasing road traffic in rural area.

Yours faithfully

A. Kerr (Mrs)

East Lothian Planning Department
John Muir House
Brewery Park
Haddington
East Lothian
EH41 3HA

PROPOSED DWELLING PLANNING PERMISSION CONCERNS-
MACMERRY

To whom it may concern,

In the last week we received a letter drop to our home address indicating that there was a proposal to build, in the two fields directly to the west , some 150 dwelling houses.

On reading the information there are a number of issues that caused us concern and we would wish some clarification and expansion of detail.

With Macmerry being such a small village/town (current population 1,113), such a large proposal/intention, in our opinion would have a considerable impact on a number of areas.

- 150 houses would in some way impact on the village school. What impact survey/research has been done on the topic?

Part of the proposal is to open up the current two-cul de sac ends within Chesterhall Avenue to allow access to the new estate. This in itself causes me a number of concerns

- Currently poor access/egress/sight lines at the junction of the main road, directly opposite the school and Greendykes Road. What impact survey has been done on this and what proposals are in place to address the issues?

If this junction proposal is correct and as there are already a considerable number of young children residing in the McIntyre Lane/Chesterhall Avenue area, with a play park situated directly to the east of Greendykes Road.

At the moment there is a vehicular speed indicator to the east of Macmerry Primary School (A199)/Greendykes Road however not many drivers adhere to this nor the 20mph zone indicators during school hours.

- What street calming measures are you considering/proposing to reduce traffic speed in the estate and how you are going to Police any such measure?

Currently, _____ which runs the entire length of the west side of Chesterhall Avenue is a ransom strip. Grass, trees and shrubs populate this. This strip of land is owned by the 69 occupants of the estate (McIntyre Lane/Chesterhall Avenue) however is maintained by Greenbelt.

- If you are going to open up the two cul de sac ends in Chesterhall Avenue, how do you propose to purchase this land from the residents, with what level of compensation?
- What legal advice/consideration have you taken to an objection(s) from anyone in the estate to such a purchase?

General issues – not in any specific order

- What stage in planning are you as a council at for the proposed build?
- Are there any detailed drawings?
- Do you have a proposed builder or builders?
- What time span from commencement to completion of the new build is indicated?
- What impact surveys have you done on
 1. Secondary Schooling?
 2. Policing issues?
 3. GP and other medical services?
 4. Shop facilities in the village?
 5. Sewage?
 6. Community facilities in the village?

With the limited information supplied in your letter drop these are our initial concerns with which we would be grateful for a written response.

We would also ask that we be included in correspondence to any advancement of this proposal.

Yours Faithfully

Rhona and Neil McIntyre

From: [Fiona Stephenson](#)
To: [Local Development Plan](#)
Subject: NK7, NK8 and NK9
Date: 07 October 2016 13:41:37

Dear Sir

As a resident of Gullane I wish to place an objection to the 3 developments at Gullane in the LDP. Namely NK7 Saltcoats, NK8 Fenton Gait East and NK9 Fenton Gait South.

Gullane cannot sustain so many new houses. The infrastructure of the village would not be able to cope- school, doctor, village hall. It is an unbalanced proposal. Access to public transport is poor, car traffic will increase and road safety issues will arise.

4 potential housing sites in Gullane is poor planning and over-development. I support the development of the brown field site.

Thus, I wish to place a strong objection to N7, N8 and N9 being included in the proposed LDP.

Kind regards

Fiona Stephenson

From: [ESME SLEE](#)
To: [Local Development Plan](#)
Subject: Local Development Plan Consultation
Date: 07 October 2016 17:24:59

Dear Sir or Madam,

I object in the strongest way possible to the local development plans for further unwanted urbanisation at the eastern (rural) end of East Lothian.

In particular, I object to the specific plans for houses in Gullane at Saltcoats (NK7), Fenton Gait East (NK8), and Fenton Gait South(NK9). For the reasons given below I also object to the fire college proposal, but being a brownfield development this is less undesirable.

Gullane is already becoming overpopulated; roads are dangerously busy with parking now very difficult. Facilities such as shops, school and medical access would be negatively impacted. The whole character of the village is in danger of being irreversibly altered against the wishes of the inhabitants.

A final serious objection is to the irrecoverable, permanent loss of agricultural land beneath houses and access roads. Looking to the future, we see ever increasing world population and reduced poverty across the world both increasing the demand for food, at the same time as climate change affecting crop yields and rising sea levels will reduce food production. Agricultural land, allowing greater self sufficiency in food, will become an increasingly vital resource. To build on it is criminally irresponsible.

Overall, a case can be made for a fundamental re-examination of the overall plan for 10,000 houses to be built in East Lothian.

Yours sincerely, John Slee (Dr)

From: [Lindsey Bamber](#)
To: [Local Development Plan](#)
Subject: Proposed housing development in Humber
Date: 08 October 2016 14:55:13

**THE PROPOSED PERMANENT ACCESS THROUGH KIPPITHILL IS
CONSIDERED UNWORKABLE**

1) The proposed permanent access through Kippithill is considered unworkable. The envisaged development would add an additional 40-50 vehicles to an access road already congested by the parked cars of existing residents and commercial vehicles, increasing the risk to pedestrians, private vehicles, ELC utility vehicles, and emergency services.

2) The proposed access for construction vehicles through Kippithill is unnecessary and unviable.

3). The landowner is prepared to facilitate such access on the Western fringe of the site as a viable alternative.

I would be most grateful if you would consider this representation and get back to me with your views.

Lindsey Bamber

From: [Ken Gray](#)
To: [Local Development Plan](#)
Subject: LOCAL DEVELOPMENT PLAN
Date: 09 October 2016 07:20:37

I request that SALTCOATS (NK7) and FENTOUN GAIT EAST (NK8) and FENTOUN GAIT SOUTH (NK9) be removed from the proposed LDP as sites for housing development.

The combined effect of all the extra houses, vehicles, School Age Children, pre-school children and also the number of extra commuters will totally overwhelm the current environment and facilities.

The brownfield site of the former Fire School is the only possible site for development without completely destroying the village as it now stands.

Gullane is a place of great natural beauty, please do not destroy our village.

K.M. Gray

From: [profdwharding](#)
To: [Local Development Plan](#)
Subject: LDP
Date: 09 October 2016 16:16:38

Dear Sir/Madam,

I am writing to register my view that the housing developments currently proposed for Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) should be removed from the proposed LDP. My reasons are simply that the level of development proposed is incompatible with the local infrastructure, viz roads, access, public transport, schools and medical services, and that cumulatively this increase in residential development will seriously impair the quality of life and tourist potential of the area.

I may add that I attempted to respond via your consultation website, but found that it appeared only to cater for positive support rather than for contrary views. It also appeared to encourage me to delay my response rather than registering forthwith. Doubtless this approach is to the benefit of the developer, but I hardly regard it as conducive to local democracy.

Dennis W Harding,

From:
To: [Local Development Plan](#)
Subject: LDP comment
Date: 09 October 2016 17:47:07

Dear Sir/Madam

I would like to request that Saltcoats (NK7) and Fenton Gait South (NK9) be removed from the proposed LDP for the following reasons:

1. If all the proposed 4 Gullane sites are developed, the cumulative effect on the village will be a 30% increase in the size of the village, which is unsustainable and unreasonable.
2. The impact on the school and the GP practice will be unsustainable with an average of one school pupil per house having been generated by previous developments and the new Muirfield nursing home already set to generate a large number of elderly patients who use the medical facilities more than most. A visit to the GP already entails a wait of roughly 2 hours and this unacceptable situation will only get considerably worse if this number of new houses is permitted.
3. The transport infrastructure cannot support this number of new houses. Each one is likely to have at least one, and probably two, cars. As all the proposed developments are at the eastern-most end of the village a car journey will be needed to get to the village amenities and there is insufficient parking. Most of the new residents are likely to commute into Edinburgh, very many by train. There is insufficient train capacity on the North Berwick line and woefully inadequate parking provision at Drem. Even now it is impossible to park at Drem after 7.30 in the morning. West Fenton Lane (C111), which would inevitably be used to drive to Drem is not wide enough to take the increased traffic.
4. The cumulative effect of all these developments on the Conservation Area would have a major impact on tourism in the area, one of the county's main sources of revenue and employment.
5. The land that is proposed to be developed in NK7 and NK9 is prime agricultural land and should not be developed.
6. Development of these two large greenfield sites would inevitably dissuade developers from taking on building at the former Fire School. It is essential that this brownfield site is developed as soon as possible, in line with government policy that brownfield sites should be preferred over greenfield sites. If the brownfield site is not developed it will quickly become derelict and an eyesore as was the case for many years with the Templar Lodge in Gullane, the Bellevue hotel in Dunbar and currently the Blenheim House hotel in North Berwick. We cannot afford to have another eyesore of this sort in a tourist destination.

Carolyn Fox

From: [adam.fox](#)
To: [Local Development Plan](#)
Subject: LDP comments
Date: 09 October 2016 18:03:16

I request that Saltcoats (NK7) and Fenton Gait South (NK9) be removed from the LDP because the cumulative effect of development of the four sites proposed in Gullane will negatively impact the village and surrounding area in the following ways:

1. The transport infrastructure cannot support the scale of development proposed. There will be approximately 600 further cars. There is insufficient parking in the village centre and Drem station car park, which a large majority of the new residents are likely to use, is already completely overwhelmed.
2. Village amenities, in particular the Village Hall and the GP practice cannot cope with the increase in numbers.
3. There are likely to be around 400 children of school age generated. Neither Gullane Primary nor North Berwick High have the capacity to absorb these.
4. As I write this I am watching the annual daily migration of geese between the fields to the south of the village and Aberlady Bay, which generates huge numbers of visitors to the area. Developing these greenfield sites will force the geese to move elsewhere, with a major environmental and tourism impact on the village.
5. If all the proposed sites are developed there will be an increase of some 30% in the size of the village. For the reasons given above this is unsustainable.
6. Development of the brownfield site at the former Fire Services College will be compromised by the development of NK8 and NK9. It is essential that the brownfield site is developed as soon as possible to prevent it becoming an eyesore.

Adam Fox

From:
To: [Local Development Plan](#)
Subject: local development plan
Date: 09 October 2016 20:57:04

From John Dillon

Dear Sir/Ms

I object strongly to the proposed size increase to the village of Gullane by 30% by using green field sites Saltcoats (NK7) Fentoun Gait East (NK8) and Fenton Gait South (NK9) when there is a brown field site, the fire training school. The proposed developments would put too great a pressure on the Fentoun road (C111) which passes very close to my kitchen window. The increase of 30% would also adversely effect our local amenities having a adverse effect on transport through the village as all the amenities are at the west side of the village.

Regards

John dillon

6th October 2016

Dear Sirs

Local Development Plan

I write to object to the further development of areas for housing in Gullane

It seems sensible to allow some development of the old Fire Station site albeit that it lies furthest away from the shops and amenities.

Any approvals for housing on Greenfield sites would stretch our Community and Medical facilities to an unworkable level. In the absence of a train service there would be a substantial increase in car usage with a consequent increase in ~~cost~~ carbon emissions.

Furthermore, Gullane does not have the range and variety of shopping to cope with any further increase in population. To approve any further housing would increase the necessity of travel to North Berwick where, as everybody knows, the parking is a nightmare

Please, please do not approve any more housing developments in Gullane

Yours faithfully

I. A. M. COWAN





10 October 2016
16 10 10 Representation to ELLDP (Humbie).docx

Policy and Projects
Development, Partnerships and Services for Communities
East Lothian Council
John Muir House
Haddington
EH41 3HA

Adam Richardson
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Wemyss House
8 Wemyss Place
Edinburgh EH3 6DH
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Submitted by email: ldp@eastlothian.gov.uk

Dear Sir/Madam

**East Lothian Council Local Development Plan 2016 – Proposed Plan & Supplementary Guidance
Representation on behalf of Mr Hew Balfour
Land at Humbie North**

On behalf of our client, Mr Hew Balfour, we hereby write to make representation to the above, supporting the allocation of land at 'Humbie North' (PROP TT15) and providing commentary on supplementary policy provisions and guidance.

Background

As set out at the outset of the Proposed Plan, the Local Development Plan (LDP) must conform to the requirements of SESplan's first Strategic Development Plan (June 2013).

As summarised by the LDP, there is an overall housing land requirement within the SESplan area of 107,545 homes up to 2024. The distribution of this housing land across the region has been confirmed by Ministerial approval of SESplan's Supplementary Guidance on Housing Land, which identifies that, for East Lothian, land capable of delivering 10,050 homes will be needed up to 2024, with an interim requirement for land capable of delivering 6,250 homes up to 2019. An adequate five year effective housing land supply must be maintained at all times. (LDP Paragraph 1.50, Page 7)

Scottish Planning Policy (SPP) further requires that there is generosity in housing land supply, with Paragraph 125 directing that *"planning authorities, developers, service providers and other partners in housing provision should work together to ensure a continuing supply of effective land and to deliver housing, taking a flexible and realistic approach. Where a shortfall in the 5-year effective housing land supply emerges, development plan policies for the supply of housing land will not be considered up-to date, and paragraphs 32-35 will be relevant."*

In this regard, SPP Paragraph 33 clarifies that *"where relevant policies in a development plan are out-of-date or the plan does not contain policies relevant to the proposal, then the presumption in favour of development that contributes to sustainable development will be a significant material consideration."*

While it is considered necessary to create a new settlement within East Lothian, the scale of the strategic requirement means that there is a need for sharing growth at the right locations across the LDP area, with an element of growth at most settlements with capacity.

This modest allocation at Humbie represents a small proportion of this overall growth of 1,500 homes within the Tranent Cluster.

Humbie Land Allocation (PROP TT15) – Proposed Plan

The allocation within the Proposed LDP – as originally suggested by East Lothian Council at the Call for Sites stage – is outlined at Appendix 1 and detailed as follows:

“Housing Proposal: Humbie North

2.105 Land to the north of Humbie is allocated for around 20 homes and represents a logical expansion of the settlement. Access can be taken from Kippithill, and connections to and the expansion of the existing open space to the south east is required. A masterplan for the site will be required to integrate the site with the settlement and the surrounding landscape.

PROP TT15: Humbie North

Land at Humbie is allocated for circa 20 homes. A design solution for the site that conforms to the Council’s Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.”

As stated, there is a need to accommodate the East Lothian housing requirement throughout the Council area, whilst the existing housing land shortage means there is a need for early delivery of smaller, more effective sites. In this regard, Humbie is well placed to deliver a modest level of new housing development within the short term (i.e. next 5 years).

It is agreed with LDP Para 2.86 that the housing allocation is of an appropriate scale for the settlement and acknowledged that a number of other settlements (Gladsmuir, Elphinstone, Ormiston and Pencaitland and East Saltoun) will each accommodate proportionally similar levels of housing.

The proposed allocation would constitute a logical, compact extension of the existing built form without negatively impacting upon it’s character.

Having no new housing sites in Humbie would hinder the sustainability of the community. In this respect, the new development would support and maintain rural services in the area including the Post Office, shop, cafe and community space at ‘Humbie Hub’.

In transport terms, additional housing would aid viability of public transport. While the Humbie area currently has no bus service, it is understood that the Council is looking into a community transport option. The allocation also makes use of existing road infrastructure, with a ready access to the site to the site in place.

In education terms, this cumulative housing level will enable and help deliver a full expansion of Ross High School within Tranent.

It is understood that a small scale new housing allocation in Humbie is generally supported by the community (‘up to ten houses’). Responses to the Main Issue Report also indicated acceptance of *“three or four new houses annually”* and *“almost unanimous desire ... [for] at most a doubling of the number of houses in the village over the next ten years”* (this would allow for the proposed allocation in overall quantum). There was acceptance that development would provide to local services (sustaining school pupil rolls and Humbie Hub viability) and hope that public transport provision would be made more viable.

Since then, a note of a public meeting (Humbie Village Hall, 26 May 2016) concluded that there was opposition to a ‘single phase’ development. Clearly though, the granting of a properly planned settlement extension is the correct way to extract the appropriate developer contributions. Moreover, the granting of planning permission for circa 20 units does not mean that the full permission will be built out simultaneously. Affordable housing can be provided on site or by way of financial contribution. The development would help sustain the school roll.

It is fully held that the detailed design process will deliver development which is wholly appropriate in planning terms, being in line with the neighbouring built form, making good use of land whilst avoiding any excess of density. New development will be located next existing housing wherever it is accommodated in Humbie (or elsewhere in East Lothian). An objection on the loss of amenity solely on location of development (and changed outlook) is not valid in planning terms.

In addition, with regard to the land ownership of the allocation, Iain McFarlane of East Lothian Council has clarified that *“we do not have anything on file from the Clarks to say that the land they own is unavailable for development. [In any case] the site is sufficiently large enough to accommodate the level of development that the local development plan proposes for it without inclusion of the Clarks land.”* The allocation therefore remains fully robust and appropriate.

Allocation – Supplementary Guidance

The Proposed LDP is accompanied by a two part Supplementary Guidance publication containing the Draft Development Briefs 2016.

The ‘TT15 Humbie North, Tranent – Residential development of circa 20 homes’ allocation is accompanied by five development principles. Taking each in turn:

(1)-(3) the maintenance and enhancement of the boundary treatment to the west, north and east is a normal specification in this context, and is therefore both uncontentious and good planning / design. Individual boundary treatments are not specified and are therefore open to property by property solutions, if required.

(4) The location of the open space is agreed to be logical at present. Enhanced planting will benefit new and existing residents alike.

(5) The site access is clearly established by the existing road infrastructure. Notwithstanding, satisfactory access could easily be achieved from the west if required.

(‘Note’) It is stated that new development should be of a similar height, colour and materials to the adjoining built form, in addition to a layout which reflects the wider village grain. While the site is considered to dictate a fairly straightforward layout solution, the guidance in itself is not objectionable.

The Supplementary Guidance is considered to be adequate in setting out the key parameters for any future development proposals. As per normal procedure, all development details – including transportation issues / vehicular movements – will be thoroughly assessed during a future planning application(s).

LDP Policies

Policy DC4 ‘New Build Housing in the Countryside’ allows for small scale affordable housing proposals. We fully support this policy provision and wording.

An extension of the settlement boundary at Humbie

We also maintain support for an extension of the existing Local Plan settlement boundary at Humbie to the west to include the residential properties at Upper Keith Farm and the area of land between Upper Keith and the existing settlement boundary.

The land to be included in an extended settlement boundary is shown within the attached Appendix 2 – Location Plan.

The residential properties at Upper Keith lie within the existing 40mph speed limit at Humbie and relate well to the existing settlement. This proposed extension to include the residential properties at Upper Keith would be a logical extension to the existing settlement boundary.

Conclusion

Overall, the proposed development allocation constitutes an appropriately scaled housing addition to Humble, proactively planning sustainable growth as is supported at all levels of the planning policy hierarchy. It is acknowledged that there is a need to accommodate the East Lothian housing requirement throughout the Council area, whilst the existing housing land shortage means there is a need for early delivery of smaller, more effective sites. As such, development of the scale proposed at Humble fully fits with LDP policy.

The Supplementary Guidance provisions with regard to boundary treatment will satisfactorily address any concerns regarding exposure of the new development, which in any case simply extends the existing building line. The site is deliverable, accessible and will help maintain and establish access to services, whilst utilising existing infrastructure.

Finally, we fully support the wording of Policy DC4 and maintain support for the small extension of the Humble settlement boundary to the west.

We trust that the above comments will be taken into consideration in finalising the LDP Proposed Plan for Examination.

Please do not hesitate to contact me should you have any queries or require any further information.

Yours faithfully



Adam Richardson
Associate

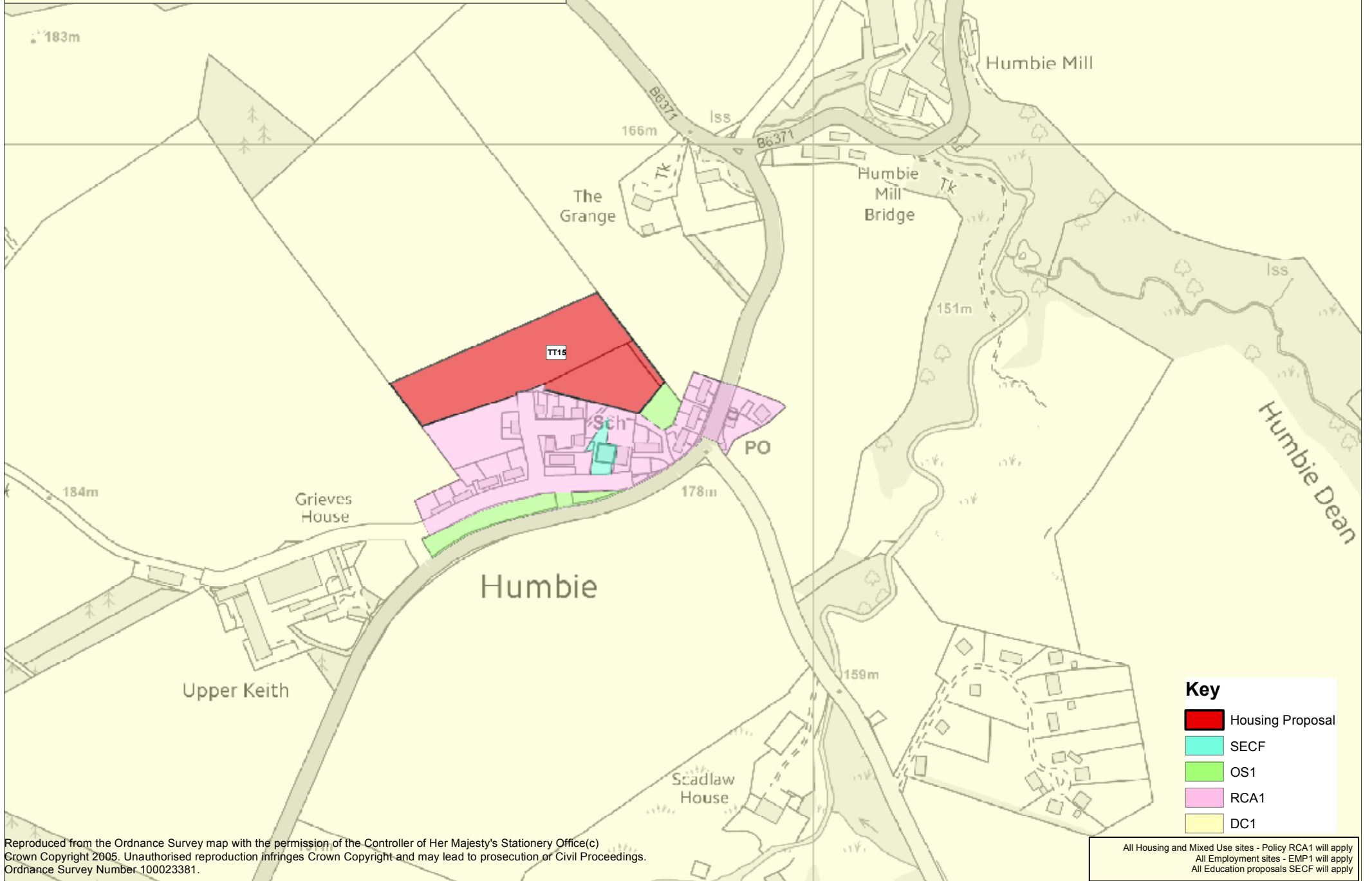
Encls

Cc Mr Hew Balfour






East Lothian Local Development Plan 2016

Inset Map 21 - Humbie

Please refer to other inset maps 1-4 and the relevant settlement map.



Key

-  Housing Proposal
-  SECF
-  OS1
-  RCA1
-  DC1

Humbie, Location Plan



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From: [John Finlay](#)
 To: [Local Development Plan](#)
 Cc:
 Subject: FW: East Lothian Local Development Plan Representation (DirletonVillage)
 Date: 10 October 2016 13:29:51
 Attachments: [1C8000186A054471A34082054345F75F.png](#)
[649128702FD54FB69D9E3A8C2C4724A.png](#)

I suspect that my first email send of this did not go through properly I hope that this one arrives

John Finlay

From: [John Finlay](#)
 Sent: 10 October 2016 13:24
 To: ldp@eastlothian.gov.uk
 Subject: East Lothian Local Development Plan Representation (DirletonVillage)

Dear Sirs

Further to the approval of the Draft Local Development Plan (LDP) on 6th September 2016 and the current period for public representation I write in connection with the designated housing development site by Castlemains Place, Dirleton

I was initially puzzled why this site was chosen as a preferred option within the LDP as it is a very high profile location that abuts Dirleton Castle (affecting views to and from the Historic Monument), suffers greatly from traffic noise, has access difficulties and will impact on an established and low-key edge to the settlement. In addition, as can be seen by the first plan below, if wholly developed with houses, will represent a significant and disproportionately large footprint when viewed in the context of the entire conservation village (see first diagram below)

Good planning practice should recognise that settlement edges play a key role in defining a settlement's built character and consequently require great care in how they are developed

Nevertheless, I am pleased by the fact that the approved LDP does include a design and development guide for the site. While it does address many of the key issues (single storey homes and a village green, amongst others) the guide makes no reference to the obvious need for a southern boundary tree belt edge, all as highlighted in the Dirleton Village Association's place-making document called *Dirleton Expects*

However, this leads to further puzzlement. The site is subject to a planning application by CALA which makes no reference whatsoever to the LDP's development guidelines. The community has been consistently told by the applicant that they have consulted in detail with the ELC planning team and that they expect to receive planning consent. Yet, the application site is larger than is shown in the LDP, there are no single storey homes and no village green. Plus the whole site design is overtly suburban in character (a further contravention of the LDP's stated objectives), too dense (36 units is profit-led, not townscape-led), road dominated and represents a solution that is completely alien to the village.

As a RIBA and European Environment award-winning housing designer, I can see no opportunity to make any positive comments whatsoever about the CALA scheme. Even non-design issues such as the road access appear forced and unsafe.

In addition CALA have consistently ignored the community's aspirations and their much more sensitive and appropriate development template for this site (see *Dirleton Expects*, which the planning team have many electronic copies of)

I understand from emailed correspondence between Derek Carter of the DVA and your planning team that the LDP's design and development guidelines for the site will be used in determining the CALA application. In view of the significant disparity between the application and the said guidelines, why are CALA not withdrawing their application and making significant modifications to ensure compliance? I see no indication of this happening. Hence my puzzlement!

On a more proactive approach to the LDP consultation, with particular reference to the idea of a new village green/public space, I have looked at the idea in a village-wide context and it does make a lot of sense. Such a green could be used to create a buffer zone between the planned new housing and the castle. At the same time, it would combine and link with the existing greens to reinforce one of the most inherent and important parts of the village's character. They almost walk across the village. This next plan shows this vision.



The DVA are in the process of making a case for this additional green as a safe (no roads alongside) venue for sports activities, including the local primary school. This determines a size for the green, which should be adopted by the development guidelines.

Moving on from this and focussing on the site, a much more sensitive scheme could evolve from the green, as shown on the next concept diagram. Rather than using a double-road dominated solution, as CALA propose, a novel spine road and hedged house site boundaries would establish a circulation heart that reflects one of the village's most indigenous characteristics. It could even incorporate small lanes, which are another tradition feature. It would also mean that homes face the road and a

green, again reflecting the historic village (not the post-war elements)

I believe that a LDP development guide that is based on this sort of approach would be village-appropriate. And, if utilised, must be applied to any and all planning applications for this site



I would be happy to meet with you explain my conclusions further. In the meantime I hope this email is found to be helpful

John Finlay

12th October 2016

Policy & Projects Development
Partnerships & Services for Communities
East Lothian Council
John Muir House
Haddington
EH41 3HA

Dear Sir

Reference: Local Development Plan 2016

I would like to object to the inclusion of the three Greenfield sites proposed for Gullane.

I require that you remove the Salcoat (NK7), Fentoun Gait East (NK8) and Fentoun Gait South (NK9) from the Local Development plan on the following grounds.

Transport

Para 1.29-1.33 of the transport report refers to the transport network being at capacity and yet offers no practical solutions to overcome the problem. It is recognised that additional parking is required at Drem and Longniddry yet there is no mention of how and when this would be achieved, if ever. Similarly, there is no mention of how the bus network and service could be improved. Both these matters seem to be unfortunately out with the council's gift. It is noted that recently 2 cycle racks have been erected at Drem railway station for around 28 cycles but on a visit to station at 3pm one day only 2 cycles were on the racks yet the car park was 100% full which surely goes to demonstrate that the station is too remote for anyone to cycle to. Why do you not realise that people and in particular residents in Dirleton and Gullane do not wish to cycle to the station because they may have to take their families to the station, or are incapable of cycling because of their age. It is unrealistic to include this "green" transport policy into the plan.

In the 2011 census 23.5 % of households had **NO car** compared with 30.5% for the whole of Scotland which suggests that persons living in East Lothian **DO NEED** their cars. Travel to work statistics for East Lothian show that only 5.4% take the train to work compared with 3.7% for the whole of Scotland. A further 11% use the bus but a whopping 62% use their cars to get to work. If car travel is to be reduced by taking the train or bus then this will mean additional car parking at the stations and also an express bus service to Edinburgh.

What is needed is larger car parks at North Berwick, Drem, Longniddry otherwise residents will use their cars to travel into Edinburgh.

The Fenton Road is totally inadequate to accommodate all the traffic from the 3 sites as are the roads to Drem station.

Para 1.32 AND 1.40 contain such platitudes like *“Requiring the delivery of suitable mitigating intervention”* and *“Further commitment to agreeing transport constraints”* which I take to mean the council will not take any responsibility for delivering. There is scant mention in the report regarding the Sheriffhall roundabout and the city bypass both of which are at present overloaded and in need of substantial upgrading to include an underpass and a 3 lane by pass.

The council and the Scottish Government need to INVEST in transport infra structure BEFORE any further developments are started in Gullane and Dirleton.

Para 4.4 States that planning consent should not be supported if the development is reliant on the use of a private car. The residents of 2 of the 3 greenfield sites in Gullane will be totally dependent on a private car to get to , the shops, the station, the schools and doctors surgery etc. In one of your surveys you reported that Gullane residents have to frequently use their cars to get about so the proposed sites at Saltcoats and Fentoun Gait South should be removed from the plan.

Para 4.46 states that Town centre parking have a proposed strategy to tackle the issue yet I do not see any such strategy for Gullane.

Recreation

The plan seems to concentrate on providing football pitches at several locations whilst ignoring any provision for other sports, outdoor or indoor.

Character of Village/ Tourism

It is important that the Former Fire school site at Gullane is developed as a matter of urgency and before any development of Greenfield sites is considered otherwise the site will become a blight on the character of Gullane especially as it is on the Main Road to North Berwick. This will have an adverse effect on tourism and surrounding house values. It is my belief that if the 3 Greenfield sites get the go ahead, the Former Fire School site will be abandoned for at least 5 and possibly 10 years.

Social Housing

The plan is also not clear as to the exact provision and siting of social housing which is greatly needed in all the areas East of Longniddry.

In conclusion I would have no objection to the plan PROVIDED the infrastructure is immediately put in place, the transport issues addressed and the brownfield site (Fire school) is developed first.

Yours faithfully

Gordon McLelland

From: [Bobby Pitcairn](#)
To: [Local Development Plan](#)
Subject: Objection to proposed Local Development Plan: Gullane housing expansion
Date: 10 October 2016 11:09:48

Dear Sir

I strongly object to the Local Development Plan as it relates to the zoning for houses in Gullane. I request that proposed housing developments NK7, NK8 and NK9 (Saltcoats, Fenton Gait East and Fenton Gait South) be removed from the LDP.

Priority for future development should be on conversion of the brownfield Fire Training School site. This could easily become a derelict eyesore, if neglected. The recent conversion of the derelict Queens Hotel is a good example of what can be achieved.

There are many reasons for my objections. If the plan is effected, relative to the current size of Gullane, there would be a huge number of extra houses, residents, school and pre-school children and motor cars. There would be huge problems in trying to absorb these increases and the amenities of local people in one of Scotland's most attractive locations would be greatly decreased.

The increase in population caused by the proposed developments, would cause severe strain on schooling and medical services and would result in unwanted traffic, road safety concerns and parking problems. There would be long-term disruption which would impact on the daily lives of village residents.

Because of poor public transport facilities, it is likely that new residents would travel mostly by car. Does East Lothian Council have a green agenda? Is it encouraging a larger carbon footprint?

Please rethink the LDP regarding the unsustainably large housing developments proposed for Gullane.

Yours faithfully

Robert H Pitcairn

From: [Robert Auld](#)
To: [Local Development Plan](#)
Subject: Local Development plan proposal re Gullane
Date: 10 October 2016 14:24:35

Having already objected to the greenfield site developments at Saltcoats(NK7) and Fenton Gait East(NK8), I request that these and Fenton Gait South(NK9) be removed from the local plan for Gullane.

The redevelopment of the Fire College site will achieve a big enough increase in the village population without using any greenfield sites, the use of which would considerably and unacceptably change the character of the village of Gullane.

The addition of 125 houses on the Fire College site will already put too much pressure on educational and medical facilities, quite apart from the additional strain on the traffic and parking aspects of this number of new properties within the village.

Robert Auld

From: [Carolinel](#)
To: [Local Development Plan](#)
Subject: Objection to the East Lothian Council Local Development Plan
Date: 10 October 2016 15:26:57

Dear Policy and Projects Development at East Lothian Council,

As residents of Gullane we are writing to strongly object to the proposed council local development plan, as we strongly feel that Saltcoats, Fenton Gait south and Fenton gait east should be removed from this plan as sites for housing development, due to the fact that there would be a significant cumulative impact (which has not been properly assessed) from all of the 4 sites being proposed for development. Instead, the only site that should remain as a zone for housing development is the Fire College.

Yours sincerely

Mr and Mrs Lancaster

From: [Charles Herd](#)
To: [Local Development Plan](#)
Subject: Saltcoats(NK7), Fenton Gait East(NK8), Fenton Gait South (NK9)
Date: 10 October 2016 16:00:47

Sirs,

I wish to record my strong objection to including the above developments in the Local Development Plan.

The cumulative impact of adding these proposed developments to the brownfield site of the former Fire School in a short space of time will have a devastatingly adverse impact on the ability to cope of local services such as the school and medical centre. Also the potentially destabilising effect on the fragile social cohesion of the village of a 30% growth in the population could be considerable.

Many thanks,

Charles Herd
Craigour
Broadgait,
Gullane.

Sent from my iPad

From: [LUCY O'RIORDAN](#)
To: [Local Development Plan](#)
Subject: Objection to local development planning around Gullane
Date: 10 October 2016 18:10:21

Dear Sir/Madam

I would like to object to the planning around Gullane Village, namely Saltcoats NK7, Fenton Gait East NK8 and Fenton Gait South NK9.

I would like these removed from the proposed sites for housing development because the Brownfield site at the Fire Station should be developed first. I would like the planning to be at least suspended until the development of The Fire Station site has been fully developed. It is not right to use fields when this large site is available for infill. The local roads from Saltcoats and Fenton Gait would not cope with the traffic whereas the Fire Station Site already has access to the main road.

Yours faithfully
Mrs Lucy O'Riordan

From: [agnes_darrie](#)
To: [Local Development Plan](#)
Subject: Local development plan(Gullane)
Date: 11 October 2016 10:08:44

I request that Saltcoats(NK7)and Fenton Gait east(NK8) and Fenton Gait South(NK9) be removed from the proposed LDP as sites for housing development.

My reasons for this being that the developments here are not sustainable, the poor access to transport would damage any future leisure opportunities in this area.

All sites developed would leave Gullane unable to absorb the capacity of it .I would certainly like to see the development of the former Fire College (brownfield site)go ahead as it would not have the impact as all other sites would have, roads ,school, surgery and all the extra traffic. If these other sites are given the go ahead would this then mean the brownfield site may lie derelict for years?

Mrs A Darrie

From: [elspeth walker](#)
To: [Local Development Plan](#)
Subject: Gullane Housing
Date: 13 October 2016 15:45:28

Dear Sir/ Madam,

Local Development Plan.

I would like to object strongly to the inclusion of Saltcoats (NK7), Fentoun Gait East (NK8) and Fentoun Gait South (NK9) in the Local Development Plan for Gullane. I have no problem with the development of the Old Fire School (Fire College) as I appreciate that new housing is required.

The centre of the village (where I live) is already busy with parking increasingly difficult. This is becoming a problem especially for the elderly , of whom there are many, who cannot walk far. The benefits of living in a village with good amenities will be ruined if it becomes increasingly hard to access them.

The doctors surgery is struggling and I cannot see how they could possibly cope with such a large increased work load. Similarly the Village Hall and Community facilities would be unable to meet such an increased demand. The proposal for two extra classrooms for the Primary School is totally inadequate.

This is not a small number of people and vehicles but a thirty per cent increase which is enormous. The road will become dangerous especially the C111 towards West Fentoun and the small roads will become 'rat runs' .

The area benefits enormously from tourism but if it becomes hectic with busy roads, impossible parking and too dangerous for cycling which is extremely popular, the tourists will stop coming. They come for the beauty of the rural area not an extension of the suburbs. As I have said before, I accept that new housing is needed and the development of the Brownfield site at the College is necessary. Any further development and especially the three Greenfield sites would be catastrophic to the village and totally unreasonable.

Finally , I frequently use the train. There is no room to park at Drem after 8.30 and at Longniddry the cars are parked all the way to the village speed limit sign. Where exactly are all the estimated 593 new cars going to park if they are commuters or just wish to go into Edinburgh.

This over development must not go ahead . It is excessive and unreasonable and will have an enormously detrimental affect on the village, Gullane.

Yours faithfully

Elspeth Walker

From:
To: [Local Development Plan](#)
Subject: Objection to proposed developments in Gullane area
Date: 13 October 2016 17:45:26

Dear Sir/Madam,

In connection with the proposed housing developments in the Gullane area I would like to record my objections to proposed sites at Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South(NK9) and would ask that these be removed from the LDP as sites for housing development.

The only development I would support would be at the site of the former Fire Training College which I understand could be developed into approximately 125 homes of varying sizes. This site would be within walking distance of the various village amenities (health centre, chemist, food shops, post office, bank, etc.) meaning that hopefully the already problematic parking in the Main Street would not be increased and made much worse. The other three sites mentioned would be too far to the east of the village for easy walking access so would require journeys for even small items would have to be made by car with the subsequent parking, pedestrian safety and pollution problems.

Also the impact of new families on the existing school and health centre would be major and would result in the present excellent facilities the villagers enjoy being completely inadequate and changed beyond all recognition so that the quality of life presently enjoyed within the village would be completely destroyed.

Also the fact that the type of houses being proposed within the three above mentioned sites would be large 3-4 bedroom homes for families would mean that at least one adult per household would be in employment, almost certainly outwith the immediate East Lothian area. This would have an impact on local roads which are already well used and/or on the train service which is already well used and, at peak times of travel, quite inadequate for the number of commuters travelling daily into Edinburgh.

The beauty of the East Lothian coastline and its popularity with day visitors and holidaymakers is an important part of the local economy. Further major housing development in the Gullane area would have a very negative impact on visitor numbers and would within a comparatively short time destroy completely the ambiance of the area which visitors come to enjoy. And it would be gone for ever – a very sad prospect indeed.

I have never written a letter of objection to any proposed development before but I really feel so very strongly about this particular issue that I feel I must voice my concerns about the development. One development at the Fire College would be acceptable within the village but four development sites would be far, far too many for a small village the size of Gullane so I very much hope that careful consideration by all the parties involved with this project take careful note of the feelings of local residents before making rash and irrevocable decisions on the future of one of the jewels in the East Lothian crown.

Mrs Alison Smith,

From: [MARION CALDWELL](#)
To: [Local Development Plan](#)
Subject: GULLANE LOCAL DEVELOPMENT PLAN
Date: 13 October 2016 18:45:41

As a householder in Gullane I am writing to object to this plan.

Development of greenfield sites before brownfield sites means the plan is premature and would probably result in the brownfield site not being developed until much later, if at all. The brownfield site should be developed and completed before any consideration is given to developing greenfield sites.

Developing all of these sites would damage future opportunities for leisure and recreation in one of the region's most attractive locations and have negative impacts on the amenities of local people.

This would be over-development at a scale beyond what is reasonable, having 3 major sites concentrated in the East of the village with an unprecedented 30% growth in the village.

The inclusion of ALL 4 sites in the LDP is grossly unbalanced and overestimates the capacity of Gullane to absorb it. If all these 4 sites remain Gullane will contribute 50% of all the new sites from the North Berwick Coastal area. That is unfair on the Gullane community.

The cumulative impact on Gullane has not been properly assessed, nor has the impact on the rural road network, and in particular for the C111 towards West Fenton, where use by its many vulnerable users will become impossible.

The access to public transport (trains in particular) falls well below what would be needed particularly for Saltcoats (NK7).

The facilities of Gullane are at the opposite end of the village. Even simple errands will demand a car journey.

The cumulative effect on the Gullane Conservation Area would ruin its amenity and create road safety issues arising from awkward parking.

Community facilities, in particular the Village Hall, would be unable to meet the increased level of demand. The scale of change and a duration of development of more than 10 years will prove extremely difficult to mitigate thus impacting day to day life in the Village to an unreasonable level.

Services such as education/schooling and medical and dental services will not be able to cope.

Yours,

Marion Caldwell

From: [MICHAEL BLACK](#)
To: [Local Development Plan](#)
Subject: Objection to Local Development Plan
Date: 13 October 2016 19:20:28

Dear sir,

I wish to **object** to the inclusion of NK7 Saltcoats, NK8 Fenton Gait East and NK9 Fenton Gait South being included in the LDP.

The cumulative effect of all these sites being developed is beyond what is reasonable in Gullane. The infrastructure, school and medical facilities cannot cope with such an increase in housing.

It is beyond what ever could be considered realistic in a community that already has expanded over the last twenty years. The planners must take into consideration **ALL** developments that have been done or are proposed in the coastal part of East Lothian.

Yours ,
Michael Black,

PS. Please listen to what the people whom you are meant represent are saying.

From: [Roderick Robertson](#)
To: [Local Development Plan](#)
Subject: LDP for Gullane
Date: 13 October 2016 20:10:13

The LDP for Gullane has two areas of planned development that give me concern and I wish to lodge an objection to the proposal.

NK7 is planned to be built on farmland, a green field site. It is a large development with traffic going to and from a small country road not fit to cope with the increased traffic.

NK5 is also a green field site. Although smaller than NK7, it too will have to use the same small road.

Gullane is a lovely village that caters for all sorts of housing, which is to be encouraged, but the use of greenfield sites should be discouraged, hence my objections. The overall size is too large with the village having relatively poor transport links, which will lead to considerable extra car use. There will be extra pressure on both the medical practice and the school.

The only 'brown field' site is that of the fire college. Although it is a large development, access to the main road for traffic should be possible and will provide the extra housing that is required without destroying the green field areas.

Yours faithfully

Dr Roderick Robertson

From: [Lizzie Gray](#)
To: [Local Development Plan](#)
Subject: Gullane - development proposals
Date: 13 October 2016 20:38:33

Dear Sirs

I wish to submit my objection to the proposed local development plan. Gullane has been home to my family for a very very long time and I am very concerned about the proposal for four new housing sites in Gullane, two of which are on greenfield sites.

Overall developments of this scale would cause huge damage to the local community and would have a very negative impact. I do not think this can be overstated - the area is outstandingly beautiful and it must be preserved. Growth on the proposed scale would change it beyond all recognition and the village does not have the facilities (medical, school, transport etc) to cope with such growth. Why is such growth necessary or even being suggested when the impact on even basic facilities would be compromised to such a huge extent!?

The development of the old fire school is absolutely essential and I am not opposed to this at all but the proposed developments on greenfield land are a step too far and the homes that the developers wish to build will not deal with any housing shortage at all - quite the opposite - these are large houses which will be bought by people who most likely have other homes elsewhere when there is a lack of housing for those who really need it.

I urge you to fully consider the proposals and to make the right decision. I am concerned that the developers who wish to develop the greenfield sites have chosen Gullane as they stand to make a significant amount of money when compared with other areas in and around East Lothian where there is land that is ripe for development and has better facilities and transport links!

Yours faithfully
Lizzie Gray

13 October 2016

Policy & Projects Development
Partnership & Services for Communities
East Lothian Council
John Muir House
Brewery House
Haddington EH41 3HA

Dear Sirs

Objections to East Lothian Council's Local Development Plan

I object to the above LDP as noted hereunder:-

Valid grounds for objection have been lodged by many others and "Gullane Opposed to Overdevelopment" which I agree with but will not repeat here because my main objection is paramount, and overrides all others, which is, that it would be grossly irresponsible if the Council were to grant Planning Permission for any greenfield sites until the blindingly obvious best site for the development of Gullane is a brownfield site, namely the former Marine Hotel/ Fire Training School, has been developed. The Fire Training School is so obviously by far the best site for any development insofar as its adverse impact on Gullane in particular, and East Lothian in general is minimal, that I find it truly incredible that this has not be released as the only site available for development at this time. It has planning permission for 125 dwellings. This alone would stretch the fragile infrastructure of Gullane village to its absolute limit. I enclose a copy of my letter dated 7th September 2016 objecting to the Fentongate development which enlarges on this aspect. If Planning Permission is granted for any or all of the greenfield sites, the Fire Training School site and its handsome building will be left to decay, and never be developed. The other objections stated in that letter apply equally to the LDP proposals.

In light of the foregoing, I request that the three greenfield sites of Saltcoats, Fentongaits East and South be excised from the proposed Local Development Plan.

I now have a specific question to which I request an answer. The LDP plan shows the development boundary of the Fentongate development site encroaching into land West of the existing boundary fence between Muirfield Steading and lands to the East thereof. My extensive searches at the Registers of Scotland show no lawful right to the said encroachment. This is dealt with in detail in my letter of objection dated 7th September 2016 (enclosed) and the two plans attached thereto. Your Senior Roads Officer has tried to maintain that the encroached land is adopted by your council. I requested sight of the original Road Construction Consent on the 26th May 2016, but your roads officials either cannot, or will not produce that document, instead offering me plans recently concocted from their GIS system which do not ring true and are legally inadmissible. I also enclose a copy of my latest letter (there are several others) with plan dated 30th August 2016 to your Senior Roads Officer dealing at length with this situation. On the plan attached to that letter I have hatched in red the land which I regard as an unlawful encroachment. My question is: what is your lawful justification for taking this land into the development site?

Finally, I am appalled and astonished by the planning vandalism which East Lothian Council seem hell-bent to inflict upon their County as a whole, and Gullane in particular.

Yours faithfully

David Hollingdale

13 October 2016

Policy & Projects Development
Partnership & Services for Communities
East Lothian Council
John Muir House
Brewery House
Haddington EH41 3HA

Dear Sirs

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Yours faithfully

David Hollingdale

7 September 2016

Environment
East Lothian Council
John Muir House
Brewery House
Haddington
EH41 3HA

Dear Sirs

Objection to Fenton Gait East Development, Gullane – Planning Application No: 16/00587/PM

My objections to the Application are enumerated hereunder:-

1) Valid grounds for objection have been lodged by many others and “Gullane Opposed to Overdevelopment” which I agree with but will not repeat here because my main objection is paramount, and overrides all others, which is, that it would be grossly irresponsible if the Council were to grant Planning Permission for any greenfield sites until the blindingly obvious best site for the development of Gullane is a brownfield site, namely the former Marine Hotel/ Fire Training School, has been developed.

If any greenfield site is developed, it would stretch the infrastructure of Gullane village to its absolute limit, hence the former Fire Training School site, and its very fine building, would be left to fall into disrepair and dereliction in much the same way as the the Queens Hotel/Templar Lodge Hotel did some years ago which was all the fault of East Lothian Planners’ dogged pursuit of the wrong stipulations.

The advantages of the Fire Training School site shine out like a beacon. Its development would be unobtrusive and have little adverse effect on Gullane residents or East Lothian’s landscape. It is closer to the amenities, such as they are, of Gullane village than the proposed greenfield sites. A large part of the site is hard surfaced, so the present surface water run off volume would not increase significantly. The splendid older part of the buildings would be preserved. Furthermore, outline Planning Permission for 125 dwellings has already been granted.

The disadvantages apply only to the planners and developers. For the former, it would not be such a quick and easy fix to help them towards the target of a ridiculously high number of new dwellings set by government. For developers, it would not be such a simple construction project as greenfield sites. Of course, no developer in his right mind would opt for a brownfield site when easy greenfield sites are on offer. These disadvantages do not warrant blighting Gullane by granting planning permission for application no: 1600587/PM, hence I reiterate this objection.

2) Gullane is a compact village with clearly defined boundaries. Tacking on a highly visible 49 dwelling housing scheme in a field to the East of the present Gullane boundary would be a grotesque blot on the landscape.

3) I object very strongly to the “pedestrian link” shown on Cala’s layout plan. I attach a copy of that plan (marked 2), and of my own disposition plan (marked 1) on which I have superimposed the line of the existing boundary fence which has, for time immemorial, divided the lands of Muirfield Steading from conterminous land to the East. I have traced this as far back as a 1910 plan when the boundary appears precisely on the fence line which I have shown (at that time Muirfield Steading was known as “Muirfield Mains”) The layout plan shows a proposed footpath passing through the boundary fence over a grassed area which I have highlighted in yellow on the attached plan. I have carried out extensive research at the Registers of Scotland and have found no trace of any disposition or deed conveying that land from Muirfield Steading to anyone else. Hence, granting permission to include the new footpath would amount to *ultra vires*. In any event, construction of such a path would create a gross intrusion into the privacy of land privately owned jointly by the proprietors of Muirfield Steading and seriously jeopardise their security and safety. Your roads officials have purported that the said grassed area has been adopted by your Council, but have been unable to produce the original Road Construction Consent which would be the only lawfully valid document in support of their claim. I attach a copy of my letter of 30th August 2016 to Mr W Laird, Senior Road Officer, enlarging on this point. Muirfield Steading Proprietors’ Association have maintained this grassed area as common amenity ground since its inception, so have long established a prescriptive right to this land in the unlikely event that they have relinquished ownership thereof.

Yours faithfully

David Hollingdale

1

0188 0218

by authority of the board of directors

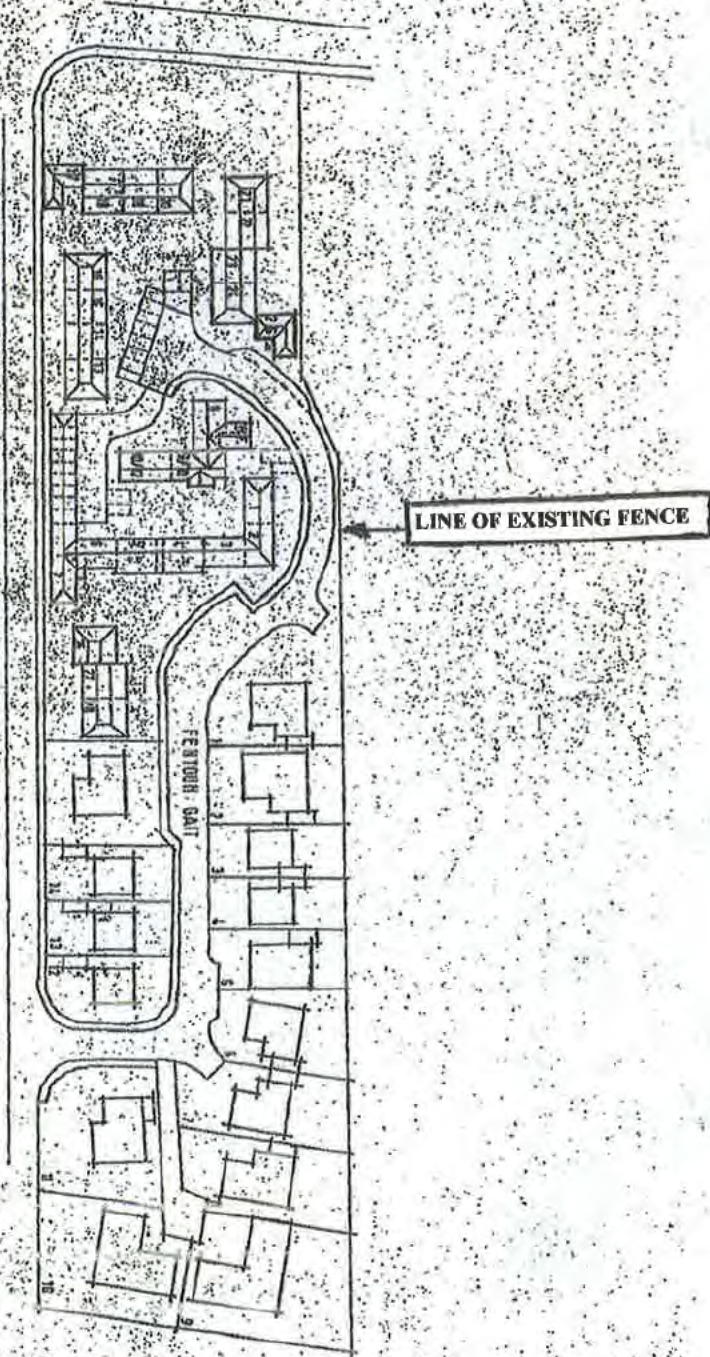
MURFIELD DEVELOPMENT

LINE OF EXISTING FENCE

FENTON GAIT

SCALE IN FEET

Handwritten signatures and initials



2

LINE OF EXISTING BOUNDARY FENCE

LINE OF EXISTING BOUNDARY FENCE

LINE OF EXISTING BOUNDARY FENCE



SPREADSHEET/CONSTRUCTION SCHEDULE

Activity	Start	End	Duration	Predecessors	Resources
Site Preparation	1/15/20	2/15/20	30		10 Workers
Foundation Work	2/15/20	4/15/20	60	Site Preparation	15 Workers
Structural Framing	4/15/20	8/15/20	120	Foundation Work	20 Workers
Roofing	8/15/20	10/15/20	60	Structural Framing	15 Workers
Interior Finishes	10/15/20	12/15/20	60	Roofing	15 Workers
Exterior Finishes	12/15/20	2/15/21	60	Interior Finishes	15 Workers
Landscaping	1/15/21	3/15/21	60	Exterior Finishes	10 Workers
Final Inspection	3/15/21	4/15/21	30	Landscaping	5 Workers
Total Duration	1/15/20	4/15/21	420		

NOTES:

1. All work shall be in accordance with the approved plans and specifications.
2. The contractor shall be responsible for obtaining all necessary permits.
3. The contractor shall maintain access to all adjacent properties at all times.
4. The contractor shall be responsible for protecting all existing utilities.
5. The contractor shall be responsible for maintaining the site in a safe condition at all times.
6. The contractor shall be responsible for removing all debris from the site.
7. The contractor shall be responsible for restoring the site to its original condition.
8. The contractor shall be responsible for all costs associated with the project.
9. The contractor shall be responsible for all delays caused by the contractor.
10. The contractor shall be responsible for all damages caused by the contractor.

PLANNING

ITC

PROPOSED CALA DEVELOPMENT AT FENTOUN GATI GULLANE, SHOWING EXISTING BOUNDARY FENCE SUPERIMPOSED BY DAVID HOLLINGDALE

30 August 2016

By 1st Class post and email

Mr W Laird
Senior Roads Officer
Roads Service
John Muir House
Haddington
East Lothian EH41 3HA

Dear Mr Laird

Adopted Roads and Footways at Muirfield Steading, Gullane, EH31 2EO

I refer to my letter of 3rd August 2016 since when I have had the chance to examine more closely your letter of 29th July 2016 and the enclosures therewith. I enumerate my further responses below:-

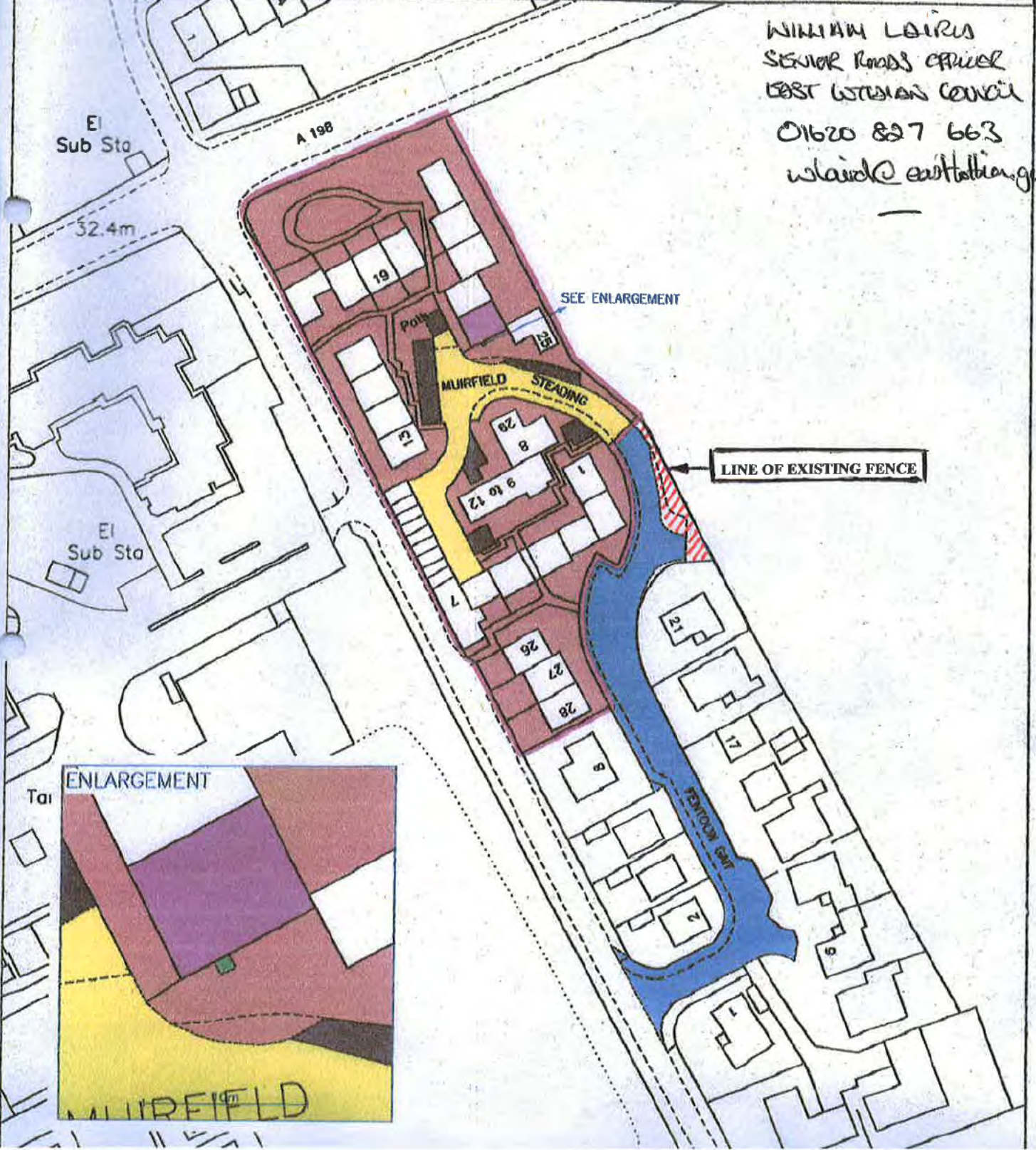
- 1) Your enclosure purporting to replicate the original RCC plan, Drawing No: PE/2/16/KS/001 dated 12th May 2016 is shown as having been checked by "WL" whom I take to be you. At my meeting with you on the 27th May I had been promised sight of the original Roads Construction Consent and its plan, but at the meeting you stated that these documents could not be located. That was a mere 15 days after the date of your drawing purporting to show the extent of adoptable areas. Hence I ask why this drawing was not produced at our meeting, and was, in fact, not produced until your letter of 29th July 2016.
- 2) Your enclosure, Drawing No: PE2/16/06/001/WL dated 26th July 2016 differs slightly from (1) above, but notes a "Grass Verge/Service Strip", very unfamiliar terminology. Firstly, it is highly unusual for a grassed area in a new development to be adopted. Secondly, it is unlikely to have been designated a Service Strip. It is a strip which goes nowhere at its extremities. Gas, water, electricity and BT mains are beneath the West footway. Foul and surface water sewers are beneath the carriageway. I accept the possibility that a street lighting duct could be beneath the grassed area, but it is far more likely to be ducted from the mains beneath the West footway. Furthermore, if service strips are shown on an RCC, their presence is normally recorded in the new house owners' dispositions, requiring them to keep service strips free from obstructions. There is no such clause in Muirfield Steading Dispositions. In any event, designations of "Service Strips" do not confer adopted status on such strips. There is also a note stating that the footway on the East side is "coloured as carriageway as this is also a vehicular access to the adjacent field." If that were the case on the RCC, it would have been constructed to road, or at least footway specifications which both include a wearing coat of hot rolled asphalt. It has a rough, loosely bound, probably bitmac surface. There is no sign of any asphaltic material. I know from experience that East Lothian Council were particularly meticulous over refusing to adopt surfaces unless they complied fully with their specifications.
- 3) My extensive searches at the Registers of Scotland have revealed the only Servitude Right of access to and from Muirfield Steading and land to the East appeared in the Disposition of Muirfield Farm Ltd in favour of John M Stevenson Ltd dated February 1981, then the Disposition of Muirfield Farm Ltd in favour of Mrs Janet McAldon Inglis dated July 1981, echoed in the Disposition by T Boland & Co Ltd in favour of St Ninian Housing Association Ltd dated 27 August 1986, and eventually in the dispositions in favour of Muirfield Steading. These rights of access to and from the lands of Muirfield Steading and the land to the East are limited only for the purposes of cleaning, maintaining and repairing, subject to restoring the feu to its original condition. That might well be the reason for the apparent access to and from Muirfield Steading and the lands to the East.
- 4) You claim that the drawings referred to at (1) and (2) above have been reproduced from your GIS system, hence you are confident that they are true representations of the RCC plan. I find it difficult to accept that two very recently concocted drawings can be held as authentic when the actual RCC documents cannot be found, notwithstanding your electronic computer jargon. You have brushed aside my suggestion that the Muirfield Steading coloured disposition plan truly reflects the RCC plan which show no adopted areas or service strips on the grassed area in question (hatched in red by me) which, incidentally, Muirfield Steading Residents' Association have maintained as common amenity ground since its inception. The fence line shown thereon has been, for time

3

LAND REGISTER OF SCOTLAND	Officer's ID / Date	TITLE NUMBER
	3135 18/12/2013	ELN2914
ORDNANCE SURVEY NATIONAL GRID REFERENCE	70m	
	Survey Scale	
NT4882 NT4982 NT4883 NT4983	1/2500	

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WILLIAM LAIRDS
SENIOR Roads OFFICER
EAST WYOMAN COUNCIL
01620 827 663
wlaird@eastwyo.gov.uk



From: [Nicky Black](#)
To: [Local Development Plan](#)
Subject: Local Development Plan
Date: 14 October 2016 11:18:29

Dear Sir/Madam,

I am writing to **object** to the inclusion of Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) in the LDP and request that they be removed. The medical and education facilities in Gullane are already at maximum capacity and the proposed development is totally beyond what is reasonable. The infrastructure is not capable of handling such a large increase in housing. The railway station and the road to it at Drem is already over used. There are no proposals in the LDP to alleviate the existing problems let alone the ones that would be created by the proposed development. There has been a huge number of houses already built on the coastal strip of East Lothian and all these developments should be taken into consideration and the effect they have already had on our area before any further development takes place.

Yours,

Nicola Black,

From: [ALEXANDER GIBSON](#)
To: [Local Development Plan](#)
Subject: ldp - Inclusion of land at Pencraig Hill for residential development (PROP DR8)
Date: 14 October 2016 11:24:52

Dear Sir/Madam

I am writing on behalf of our Association to object to the inclusion of land at Pencraig Hill for residential development in the Council's local development plan.

Our objections are as follows:

1. East Linton is a rural village and that is why many people came to live here. People do not want it to be continually expanded into a much larger place which will ruin its attraction and appeal.
2. The proposed development for circa 100 homes (application 16/00328/PM is actually for 119 homes) and would increase the population by around 10%. East Linton could not cope with such an increase in terms of infrastructure e.g. doctor's appointments, primary school etc. Roads congestion and parking on the busy and narrow roads around the centre of the village - already a problem - would also be an issue.
3. Any future developments should be on a much smaller area/scale and if at all possible should not be on green land - there is other land in the area and in the county which could be used for housing development without continually eroding green land. Green land should only be used as a last resort and not a first choice.
4. Where is the demand in East Linton for 119 houses? In the recently completed Andrew Meikle Grove estate it took Miller Homes 2 years to sell 37 residential houses. In the interim a number of new housing developments have emerged nearby including Haddington, Dunbar and North Berwick which will increase the competition.

In conclusion we do not believe that in East Linton there is a need or demand for such large scale new housing especially on a green site, that it would remove the rural/village ambience that currently exists and that local services could not scope with such an increase in population.

We would be grateful if you could take the above objections into account before the Council finalises the local development plan.

Alex Gibson

Chairman, Andrew Meikle Grove, Tenants & Residents Association

From: [Emma Duncan](#)
To: [Local Development Plan](#)
Subject: Drem train station (PROP T9 and T10), ref16/00080/ldp
Date: 14 October 2016 15:32:28

Dear Sir/Madam,

Concerning proposal for safeguarding land at Drem train station (PROP T9 and T10), ref16/00080/ldp, we would like to strongly object to the proposal on the following grounds:

Infringement of privacy - we are very concerned that an extension of the platform and possible building of a car park, would result in a substantial reduction of privacy at our property,

Obstruction of view - we are of course against any building work which would affect our view. We have chosen to live in a rural area of beauty and do not want our view changed. This proposed expansion would result in the view from the front of our house being ruined.

Noise disturbance - an increase of activity at the station would affect us in terms of noise disturbance. In addition any building work would also have a negative impact upon us in terms of noise. We already have had to put up with substantial noise pollution as a result of frequent works carried out on the train line.

House price devaluation - any extension of the station platform, and building of a car park would have a negative impact upon our house's value, as a result of the above factors.

Parking - an increase of activity at the station resulting from an expansion, as well as resulting from any building work, would result in an increased amount of vehicles parked on the road outside our house, causing inconvenience, noise and air pollution.

Safety/security - an increase of activity at the station resulting from an expansion, as well as resulting from any building work, would result in an increased amount of vehicles and people on the road outside our house which causes security and safety issues for our young children who play freely in our garden.

Yours Sincerely,
Emma Duncan

RICHARD ATKINS,

EMAIL ONLY

14th October 2016

Policy and Projects
East Lothian Council
John Muir House
Haddington
EH41 3HA

Dear Sirs

Re: Windygoul South, Tranent (Prop TT1)

I write in response to your circular regarding the proposed local development plan revisions which include redesignating the above land from agricultural use to being available for housing and related uses. I wish to object to this proposal on three grounds.

The first of these relates to the setting of Tranent as a separate settlement in the landscape. Whilst recognising the need for additional development within East Lothian there are also good grounds to ensure that in allowing existing settlements to grow ELC take steps to ensure that each settlement maintains a strong identifiable edge between town and country. As such the most recent extension of Tranent along its southern boundary has been cohesively designed with an east-west access road and includes a wide shelter belt, which with time will mature to create an effective screen south of which lies open fields within which my property sits as part of a traditional steading.

As such this meets those requirements recommended in Section 2 of the Council's Design Standards - Supplementary Planning Guidance 3, published in 2008. Allowing further development southwards up to and including the private road from the B6371 to Carlaverock Farm and surrounding the Steading along the north-east and north-west boundaries, as well as extending west to the boundary of the nearby research facility, removes that cohesive southern settlement boundary.

Secondly the continued provision of suburban density housing is economically, socially and environmentally unsustainable. Historically Scotland is a highly urbanised society, even small towns and villages will have a density of bed spaces and residents per acre equivalent to major urban centres. High densities contribute to social cohesion, reduce the cost of land and infrastructure per capita, allow for the economic provision of services, support local shops and businesses while maximising the benefits of physical and energy resource allocation. Suburban development by contrast is highly inefficient and unsustainable in the long term.

Thirdly there/...

RICHARD ATKINS,

Policy and Projects - East Lothian Council, page 2

Thirdly there is considerable traffic pressure on Tranent High Street. If this is increased further it can only be addressed by an east-west relief road. Such a road could be placed along the northern edge, the southern edge or bilaterally across the proposed development area. Each option however brings with it concerns.

If placed on the northern edge it becomes a barrier to integrating any new housing with Tranent to the north, effectively bisecting existing pedestrian routes which run north - south. If placed on the southern boundary then it would wholly fail to meet the requirements of establishing a meaningful settlement edge to Tranent. In addition significant screening would be required to prevent it blighting the setting of Carloverock Farm Steading with the visual impact, noise and air borne pollution would all be major concerns. If placed through the middle of the site then it would require the same level of traffic calming which has been applied (rightly) to the east-west access road to the development to the north, which therefore prevents this being used as a traffic relief road.

In addition to the above I object to the proposals on the basis of the detrimental impact they will have on my home, by removing both the views which I enjoy to the east and west (although I recognise there is no statutory right to a view in Scotland) and by destroying the countryside setting of my home, which was the primary reason for moving here.

If the Council is minded to allow any development on the land to the north of Carloverock Farm Steading then it is essential that any planning brief include the requirement to ensure that the Steading is at least provided with physical connections to an adopted road, mains drainage and mains gas distribution, all of which we lack. In addition we suffer from frequent power cuts and poor broadband services due to the overhead line, which should be undergrounded and the small step down transformer removed. It would after all be iniquitous for us to be swallowed up by Tranent destroying our countryside setting without delivering any of the benefits of the town.

I trust you will acknowledge receipt of my comments and provide an update on the consultation as it progresses.

Yours sincerely

—
Richard Atkins,

From: [Terry Hegarty](#)
To: [Local Development Plan](#)
Subject: Representation on ELC LDP
Date: 14 October 2016 20:35:33

East Lothian Local Development Plan – representation.

From the point of view of a resident in North Berwick there is little to make representation on directly. This is because most of the major development proposals for North Berwick in the Plan (mainly housing) are either already under construction or have been given permission to proceed; and the significant implications resulting from these developments in terms of infrastructure and other support are dealt with in minimal detail.

The proposals for housing in North Berwick in the Plan (amounting to around 900 units, (though others not mentioned are also under construction) will have a major impact on the town, increasing the present population quoted in the Plan of 6455 by at least another 2000 (over 30%). In addition, although the Plan recognizes some of the infrastructure constraints these are largely fudged or ignored – with the one exception of the expansion of the Primary School currently under way. By contrast, it has become clear that the capacity of the current North Berwick Waste Water Treatment plant (Sewage Works) will be exceeded by housing plans already approved. – and the implications for the future (a new WWT plant?) are not discussed at all, yet this could be a highly contentious issue that arises within the 2024 time-frame. This makes a mockery of the apparent purpose of the LDP.

The major development at Mains farm will essentially be a satellite adjacent to North Berwick town. In looking for detail about how this will integrate with the town as a whole and what facilities will be provided within the development there are references in the LDP to the “Master Plan” for the site. Yet the Master Plan is almost as vague - eg in respect to what actual facilities will be created next to the proposed Hub.

The LDP prevaricates on the possible location of a new medical/GP unit of some sort there. In fact the discussion of medical facilities in North Berwick also ducks the highly contentious possibility of a change in role of the Edington Hospital site that is hinted at. Such issues may not be under the direct control of ELC but in view of the substantial imminent increase in population in the town, one would have expected the Council to have had extensive discussions with the relevant bodies and have plans at an advanced stage to cope with the impact on the town.

The same is true of traffic management within the town (plans will be developed!!), and I was very surprised to see no specific mention in the LDP or Action Plan of Lochbridge Road, which will become the first-choice route from the Mains farm development to the two supermarkets in North Berwick, is already congested and is used by numerous children going to and from the schools.

In summary, the LDP has pre-empted any discussion of housing development in North Berwick because virtually all the proposed developments mentioned in the Plan have been approved – and there seems to be no discussion of any future provision beyond 2024. In addition, it ducks the several contentious issues surrounding the implications for the town of the very significant population increase over a compressed time-frame. What is a planning-framework document meant to be about if it fails to look for solutions for the key issues? It is so inadequate as to render representation almost irrelevant. I hope this

is not true of the report as a whole.

Terry Hegarty

From: [Joyceric Williams](#)
To: [Local Development Plan](#)
Subject: objections to building .Fenton Gait South.
Date: 15 October 2016 16:20:27

Dear Council

PLEASE could you make sure that the brownfield site(ie the old fire school) in Gullane is the priority for new buildings in Gullane, not the greenfield sites. We realise we have to have new houses here, and the old fire school land is ideal for everyone except the builders, as it would cost them to clear the site. Didn't I hear that the UK government was putting more money into clearing brownfield sites to help the builders?

All the new planned houses are well away from the shops, so it will cause a lot more traffic congestion in the already overcrowded parking spaces by the shops. Also very few jobs available so more commuting into the city. The access road to these sites is not a good for more traffic with no footpath making it dangerous.

Having already objected to the Saltcoats (NK7) and Fenton Gait Easr (NK8) I , I also strongly object to Fenton Gait South (NK9) as these sites will ruin a village with an increase of 30% and the infrastructure is not in place. School, shops, and doctors surgery will all suffer, as will the present residence..

Yours faithfully

Joyce Williams

From: [Debbie Chisholm](#)
To: [Local Development Plan](#)
Subject: Objection to the new Local Development Plan proposed for Gullane
Date: 16 October 2016 14:38:02

Dear sir or madam

I'm writing in response to the consultation for the new Local Development Plan. I request that Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) are removed from the proposed plan as sites for housing developments.

As a resident living in Gullane, I feel that including all these sites and the Fire College is poor planning, should all go ahead the village size would increase by at least 30% and would mean that Gullane would be contributing around 50% of all the new sites from the North Berwick Cluster area. The impact of what these sites would have on the infrastructure has not been assessed. The roads are currently extremely busy and the Fenton Gait development would add extreme pressure to an already over-used country road.

The inclusion of Green field sites would compromise the delivery of the Brownfield Site (Gullane Fire College) which would seem the only obvious place to develop.

The school and medical services are simply not set up to take the additional housing at this rate. And even if buildings were adapted to cope, finding staff to meet the new level of population would be extremely challenging.

Gullane is a small, friendly community which brings an abundance of tourism to the East Lothian economy and the residents living here don't think this amount of change is fair or well planned. It would seem that other areas within west East Lothian would be more suited to this amount of development.

I have also written and emailed to both the Saltcoats plans and Fenton Gait plans.

Please be sensible when agreeing the Local Development Plan and don't allow Gullane to be over-developed or at the mercy of housing developers.

Please acknowledge receipt of this email.

Yours faithfully

Debbie Chisholm

From: [linda.pitcairn](#)
To: [Local Development Plan](#)
Subject: Objection to inclusion of NK7, NK8 & NK9 in the proposed LDP
Date: 16 October 2016 14:42:50

Dear Sirs

I strongly request that you remove Saltcoats (NK7), Fenton Gait East(NK8) and Fenton Gait South (NK9) from the proposed Local Development Plan as sites for housing development. There are many reasons for my objection some of which are outlined below.

The scale of the proposals, resulting in a 30% growth in the village, is an unreasonable over-development which overestimates the capacity of Gullane residents and amenities to absorb it. The world famous village would become a sprawling town with reduced access to facilities and services.

Access to public transport is poor and additional car use resulting from the proposed Gullane expansion would be large. It is likely that most new householders would be commuters. It is also likely that local shopping trips made by residents of the proposed developments would also involve car use.

It would seem that the impact of additional cars, in terms of the increase in everyday road usage and the knock-on effects of road safety and parking have not been given due consideration. Rural roads especially are not suitable for a large increase in traffic and the road safety of many elderly residents in the east of the village would be compromised.

The huge scale of change over a decade and the ongoing disruption involved in building work would affect the daily lives of Gullane residents unreasonably. Clearly this could also have an impact on tourism in one of Scotland's most famous and beautiful locations.

The inclusion of both Fenton Gait sites could compromise and delay development of the brownfield Fire Training School site. For Gullane residents, development of the FTS site should be the only priority at this stage.

A major impact on school and medical facilities would result from the large expansion of the village proposed in the LDP. Token expansion plans of these services would be inadequate.

Yours faithfully
Linda Pitcairn

From: [Val Chisholm](#)
To: [Local Development Plan](#)
Subject: Objection to the proposed Local Development Plan for Gullane
Date: 16 October 2016 14:47:52

Dear sir or madam

I'm writing in response to the consultation for the new Local Development Plan. I request that Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) are removed from the proposed plan as sites for housing developments.

As a resident living in Gullane, I feel that including all these sites and the Fire College is poor planning, should all go ahead the cumulative effect on local infrasture would be devastating.

The inclusion of Green field sites would compromise the delivery of the Brownfield Site (Gullane Fire College) which would seem the only obvious place to develop.

The school and medical services are simply not set up to take the additional housing at this rate. And even if buildings were adapted to cope, finding staff to meet the new level of population would be extremely challenging.

Gullane is a small community and over-development at this rate and scale will see it change at too quick a speed.

Yours sincerely

Val Chisholm

From:
To: [Local Development Plan](#)
Cc:
Subject: macmerry North, Macmerry (PROPTT7) 16/00033/LDP
Date: 16 October 2016 16:52:04

16th October 2016

Yet again Macmerry is facing the onslaught of a housing proposal totally disproportionate to the size of the Village in an area where it could not be more intrusive to current residents. To consider a housing development of the size proposed in a Village with next to no amenities shows a complete lack of empathy or understanding.

The Village school is already full, the bus service is a joke, the local shop thrives on over-charging because it has a captive clientele, mainly the elderly who cannot travel to the more competitive stores locally. Any attempt to make a Doctor appointment provides a 4 week wait-unless an emergency and even then it is nigh on impossible to get an appointment the same day. The By-pass is gridlocked at rush hour, and the trains are full before reaching Musselburgh. No matter the time of day, there is a long queue entering Tranent from either West or East, and having read the Local Development Plan, I find it laughable the proposal to resolve this is to create a one-way system using the High Street and Loch Road- despite the fact the bottlenecks are before the High Street in both directions!

I have not included the Ross High School as an example of over-crowding as this is already common knowledge and with the additional houses proposed for Tranent, Pencaitland, Ormiston and Elphinstone, I do not feel the need to emphasise the inevitable outcome.

Returning to the Macmerry proposal, over recent years we have had numerous small developments added to the Village including a current development ongoing in Westbank Road. These were small additions to the Village and have been absorbed without too much impact. However the new proposal for a minimum of 200 houses in an area backing on to numerous residential houses is the most invasive plan yet. There is no infrastructure to integrate this high increase in population. The Plan has identified a local pathway as the public access to this development for pedestrians & cyclists – this path is accessed through the entrance to a small cul-de-sac and would cause a complete loss of privacy, security and noise nuisance to the current residents. The proposed location of the affordable housing element which is obviously the most concentrated area of the proposal is backing on to current residential housing. Again creating huge noise disturbance, pollution and security issues.

I cannot object to this proposed Housing Development strongly enough and would urge the East Lothian Council to approach this application with common sense and the disdain it deserves and reject it outright.

Mr & Mrs S Ritchie

From: [C. IMRIE](#)
To: [Local Development Plan](#)
Subject: New Houses in Dirleton
Date: 16 October 2016 23:50:16

Dear Sir/Madam, I'm afraid that I agree with the majority of the village to the development that Cala has proposed between Castlemains Place and the by-pass. If the houses had been individual, single storey houses then I would not have an issue with that but the houses which they have proposed, are totally out of character with the village.

The other site which has been mentioned, behind the trees opposite Foreshot Terrace, looking towards Main's farm, to me, seems ideal for any type of house. They would be blocked from view by the trees and have an ideal quiet access via Ware Road.

Yours faithfully,
C.M.Imrie

14 October 2016

Policy and Projects Development
Partnerships and Services for Communities
East Lothian Council
John Muir House
HADDINGTON
EH41 3HA



OBJECTION TO THE INCLUSION OF SALTCOATS (NK7), FENTON GAIT EAST (NK8) AND FENTON GAIT SOUTH (NK9) AS SITES FOR HOUSING IN THE LOCAL DEVELOPMENT PLAN

Dear Sir/Madam

I object to the inclusion of the Greenfield sites at Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) as sites for housing development in the proposed Local Development Plan. It would be inappropriate to grant planning permission on prime agricultural land.

The Brownfield site at the old Fire Service Training College should be prioritised for development. I am concerned that if this site remains undeveloped and derelict it will become an eyesore.

The inclusion of the Greenfield sites at Fenton Gait where there are road safety issues, and Saltcoats, would compromise the delivery of the Brownfield site at the old Fire service Training College.

The development of all 4 sites would lead to significant over-development of the village, increasing the growth of the village by 30%.

The infrastructure cannot support the proposed developments. Trains to Edinburgh are already overcrowded and station parking problematic. For people who work in Edinburgh, the bus route may take too long. These two factors would contribute to increased and undesirable car transport usage.

Facilities such as the Medical Centre and School will be severely impacted.

Yours sincerely

Ruth Fraser (Mrs)

Executive Director of Environment
~~East Lothian Council~~
John Muir House
Haddington
EH41 3HA

Submission 0085

14 October 2016

East Lothian Council

18 OCT 2016

Executive Support

Dear Sir

Proposed East Lothian Local Development Plan 2016

We **OBJECT** to the above planning proposal for the following reasons:-

- The proposed East Lothian Development Plan recommends that Fentoun Gait East be developed with 15 houses. The development of this site would damage the landscape setting and the associated design landscape for Category A Listed Building designed by Sir Edwin Lutyens.
- Development at this location would compromise the existing strong settlement edge to Gullane.

Greywalls and its associated gardens are included in the inventory of Gardens and Designed Landscape in Scotland (1987) which accord it the value of an outstanding work of art and of outstanding architectural importance.

The Partners at Greywalls have exercised their stewardship of Greywalls very seriously over the past 40 years and have previously resisted developer led attempts to extend the village of Gullane eastwards in the early 1970's, late 1990's and again, in 2006. The outcome of these endeavours was the introduction of policy protection in the form of the adopted East Lothian Local Plan 2000 Policy GE2 at the time which stated "*Development that harms the landscape setting of Greywalls and its associated design landscape will not be permitted*".

The preamble to the policy Para 1.14 reads as follows "*The particular importance of the landscape setting of the Grade A listed Greywalls and its associated design landscape is recognised. Greywalls should remain the focus in its setting at all times and should never be distracted by the presence of new development.*"

Para 2.168/Prop NK8 in the North Berwick cluster states that the suggested development at Fentoun Gait is '*set back from the Greywalls key view corridor*' but it would clearly be in view from the Greywalls property that is supposed to be protected under the previous East Lothian Local Plan.

Contd/

Furthermore, the proposed development at Fentoun Gait east, although south of the A198, would extend east beyond the end of Duncur Road and would therefore specifically extend the perimeter of the village of Gullane eastwards.

A further concern is that if Gullane starts to creep further east the developer of the field to the north of the A198 may feel emboldened to attempt to develop the field between the A198 and Greywalls and the Muirfield car park.

Therefore the Partners of Greywalls Hotel, who have striven to keep this important scheduled building in prime condition, and in its original setting, strongly object to the proposed East Lothian Local Development Plan 2016. It should be noted that Greywalls Hotel provides material up-market residential accommodation which assists the local economy and tourism and provides substantial employment in the immediate area partly because of the quality of the building and its setting, which the proposed Plan would diminish.

Please acknowledge this letter.

Yours faithfully

Giles Weaver

Designated Partner on behalf of Greywalls LLP

From: [Alice du Vivier](#)
To: [Local Development Plan](#)
Subject: G.O.O.D. Local development plan
Date: 18 October 2016 12:10:36

To whom it may concern,

I am writing, as a resident of Gullane, to oppose the development of planned housing around the village.

I request that the plans for Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) are removed from the proposed LDP as sites for development.

Gullane is currently an expanded village with amenities only just suitable for the existing population. The LDP does not take into consideration the volume of people and resulting pressure this will put on the local community. Gullane is a hugely attractive area and tourism is a vital source of income for the community and the region. The duration of development will impact on this as well as spoiling the natural beauty of the area. Furthermore, I believe it is totally unnecessary to build on beautiful Greenfield sites when there are plenty of Brownfield areas that ought to be developed first no matter where they are. The increase in the numbers of vehicles on the roads as a result of this development is also detrimental to our environment and a hazard for our local community.

I urge the council to reconsider this development plan.

Yours sincerely,
Alice Du Vivier Ellis

From:
To: [Local Development Plan](#)
Subject: SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) to be removed from the proposed LDP
Date: 18 October 2016 13:51:22

Dear Sirs,

I am writing to propose that SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) be removed from the proposed LDP

The village of Gullane is currently an example of an area that currently relies heavily upon car use as there is no train service and the bus to Edinburgh takes more than an hour. The vast majority of the working population commute to work by car, there are few employment options within the village itself and in recent years several commercial premises have closed to make way for new housing development. There is little to no prospect of more employment within the village and with very limited opportunity to improve transport infrastructure adding more housing at the boundaries of the village represent a very poor planning outcome.

Over the years the villagers have generally accepted that infill development is the best way to achieve population and housing growth and this policy has seen the village grow by 70% in the last 30 years. One benefit of infill development is that the incoming residents are less reliant upon car use to access existing amenities in the village centre when compared to developments that are progressively further out.

There are still infill opportunities within the village and the ex Fire Training School site of 10 acres is a good example of site that could produce a positive planning outcome with a considered approach to the development.

Developments sites such as SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9), are particularly poor examples of unsustainable development as they can only add to the existing issues of remoteness from employment and inadequate infrastructure and these sites must be considered as poor options going forward.

What is it about ELC policy that means these proposed development sites should be rejected?

The statements in quotations below are taken directly from the following documents:

The East Lothian Plan - Single Outcome Agreement - 2013-23

- “East Lothian’s natural environment and the attractiveness of its towns and villages are major factors in the quality of life appreciated by residents and visitors, underpinning the health and well-being of our communities and supporting our local economy. Protecting and enhancing that environment is a key priority for the East Lothian Partnership” Development of SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) sites could only increase road traffic to the extent that some of our outdoor pursuits will be compromised, and the overall environmental impact will be severely negative.
- “Young people and financially disadvantaged people are particularly affected by the high cost of rural public transport.” There is a lack of logic in placing affordable housing in Gullane if all other aspects of daily living remain higher than average.
- “East Lothian has some of the best arable farming land in Scotland, which provides the basis to help address our challenges, for example, through further development of local food businesses” Development of SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) would remove farming land.
- “East Lothian’s economy has potential for growth, building on the strength of sectors such as tourism and leisure, food and drink, and agriculture” SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) will be detrimental to tourism, and will remove land

currently allocated to the agriculture sector.

- “The draft (transport) objectives are to: deliver a more attractive and safer environment for pedestrians and cyclists” Increasing road traffic will make a less attractive and safe environment for pedestrians and cyclists.
- “The draft (transport) objectives are to: reduce the overall dependence on the car” Any expansion of Gullane can only lead to increased dependence on the car.
- “The draft (transport) objectives are to: locate new development to reduce the need to travel” Development in Gullane will increase the need to travel by car for both work and leisure.

- “The draft (transport) objectives are to: maximise accessibility for all and reduce social exclusion” It is difficult to see how anyone living in affordable housing in Gullane would feel anything other than socially excluded due to the higher than average cost of everyday living in the village.

- “The quality of the natural environment is one of East Lothian`s greatest assets” I agree, don’t destroy it.

- “One of East Lothian’s strengths is the strong sense of community in each of its towns and villages. The projected increase in population with significant housing developments being planned across the county could threaten this sense of community. Therefore, new settlements or significant additions to existing communities should be accompanied by the community infrastructure required to make viable, balanced and sustainable communities.” There are no plans for anything other than houses in Gullane, which will destroy the equilibrium of the community.

- “The East Lothian Partnership is committed to ensuring that communities are empowered to develop strategies and Ward Plans that are tailored to their needs and aspirations, and that decision-making is devolved to the most appropriate local level.”

It is hoped that East Lothian Council will now remove SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) from the LDP and in recognising the unique characteristics of the village instead promote considered infill development while maintaining the current village boundaries in the upcoming issue of the new development plan.

Yours faithfully

Alan Fraser

14/10/16

FROM MRS. M. COCHRANE

12/10/16.

TO POLICY AND PROTECTS

Along with many other residents of Gullane I am horrified that the proposed LDP has included the sites of SAWCOATS (NK7), FENTON GAIT SOUTH (NK9) and FENTON GAIT EAST (NK8) with possible sites for housing development and would strongly request their removal.

We have the site of the now defunct Yire School crying out to be used which would give us more than enough Adults/Children/Vehicles and commuters.

Yesterday (11th Oct) I was unable to park at either Drem or Longmidday Station car parks and the train back at 4.40pm consisted of only 3 carriages with the result of being packed in

like gardens, but mostly I fear for road safety with limited parking in the village and very young and very elderly people needing to cross the road.

Please rethink your proposal and remove the 3 sides.



The Coal
Authority

East Lothian Council Proposed Local Development Plan (Consultation)

Consultation Deadline – 31/10/2016

Contact Details

Planning and Local Authority Liaison Department
The Coal Authority
200 Lichfield Lane
Berry Hill
MANSFIELD
Nottinghamshire
NG18 4RG

Planning Email: planningconsultation@coal.gov.uk

Planning Enquiries: 01623 637 119

Person Making Comments

Anthony B Northcote *HNCert LA(P), Dip TP, PgDip URP, MA, FGS, ICIQB, MInstLM, MCMI, MRTPI*
Consultant Planning Advisor to The Coal Authority

Date of Response

19 October 2016

Background on The Coal Authority

The Coal Authority is a Non-Departmental Public Body sponsored by the Department for Business, Energy & Industrial Strategy. The Coal Authority was established by Parliament in 1994 to: undertake specific statutory responsibilities associated with the licensing of coal mining operations in Britain; handle subsidence claims which are not the responsibility of licensed coalmine operators; deal with property and historic liability issues; and provide information on coal mining.

The main areas of planning interest to the Coal Authority in terms of policy making relate to:

- the safeguarding of coal in accordance with the advice contained in The National Planning Policy Framework & Planning Practice Guidance in England, Scottish Planning Policy in Scotland, and Planning Policy Wales & MTAN2 in Wales;
- the establishment of a suitable policy framework for energy minerals including hydrocarbons in accordance with the advice contained in The National Planning Policy Framework & Planning Practice Guidance in England, Scottish Planning Policy in Scotland, and Planning Policy Wales & MTAN2 in Wales; and
- ensuring that future development is undertaken safely and reduces the future liability on the tax payer for subsidence and other mining related hazards claims arising from the legacy of coal mining in accordance with the advice in The National Planning Policy Framework & Planning Practice Guidance in England, Scottish Planning Policy in Scotland, and Planning Policy Wales & MTAN2 in Wales.

As The Coal Authority owns the coal and coal mine entries on behalf of the state, if a development is to intersect the ground then specific written permission of The Coal Authority may be required.

Background on Coal Mining Issues in East Lothian

Surface Coal Resources, Development and Prior Extraction

As you will be aware, the area contains coal resources which are capable of extraction by surface mining operations. These resources cover an area amounting to approximately 9.88% of the Plan area. As you are aware this is concentrated in the west of East Lothian in the Musselburgh, Prestonpans, Blindwells and Tranent clusters.

The Coal Authority is keen to ensure that coal resources are not unnecessarily sterilised by new development. Where this may be the case, The Coal Authority would be seeking prior extraction of the coal. Prior extraction of coal also has the benefit of removing any potential land instability problems in the process.

Coal Mining Legacy

As you will also be aware, the area has been subjected to coal mining which will have left a legacy. Whilst most past mining is generally benign in nature, potential public safety and stability problems can be triggered and uncovered by development activities.

Problems can include collapses of mine entries and shallow coal mine workings, emissions of mine gases, incidents of spontaneous combustion, and the discharge of water from abandoned coal mines. These surface hazards can be found in any coal mining area, particularly where coal exists near to the surface, including existing residential areas.

Within the Plan area there are approximately 957 recorded mine entries and around 88 coal mining related hazards have been reported to The Coal Authority. A range of other mining legacy features are present, in total The Coal Authority High Risk Development Area covers approximately 9.98% of the Council area. As you are aware this is also concentrated in the west of East Lothian in the Musselburgh, Prestonpans, Blindwells and Tranent clusters.

Mine entries may be located in built up areas, often under buildings where the owners and occupiers have no knowledge of their presence unless they have received a mining report during the property transaction. Mine entries can also be present in open space and areas of green infrastructure, potentially just under the surface of grassed areas. Mine entries and mining legacy matters should be considered by Planning Authorities to ensure that site allocations and other policies and programmes will not lead to future public safety hazards. No development should take place over mine entries even when treated.

Although mining legacy occurs as a result of mineral workings, it is important that new development recognises the problems and how they can be positively addressed. However, it is important to note that land instability and mining legacy is not always a complete constraint on new development; rather it can be argued that because mining legacy matters have been addressed the new development is safe, stable and sustainable.

Specific Comments on The East Lothian Council Proposed Local Development Plan

The specific comments and/or changes which The Coal Authority would like to make or see in relation to the above document are:

Representation No.1

Site/Policy/Paragraph/Proposal – Policy MIN1 Protection of Mineral Reserves

Support – The Coal Authority supports the general reference to the safeguarding of mineral resources.

Representation No.2

Site/Policy/Paragraph/Proposal – Strategy Diagram 4 Minerals

Support – The Coal Authority supports the inclusion of this diagram which gives an overview of the location of mineral resources within the plan area. Whilst not being a formal objection the LPA may want to consider whether it may be helpful to the reader to superimpose the cluster area boundaries onto this diagram or settlement names to help readers to understand the inter-relationship.

Representation No.3

Site/Policy/Paragraph/Proposal – Policy MIN6 Opencast Coal Extraction

Support – The Coal Authority at the MIR stage noted that in accordance with Scottish Planning Policy, paragraphs 7.42-7.53, the LDP has considered areas of search for mineral extraction. Part of the East Lothian area has surface coal resource which is potentially capable of extraction. The Coal Authority acknowledges that the LDP has considered surface coal resource and potential impacts from coal extraction and has previously identified a possible single area of search, although in the MIR the Council appeared to conclude that an Area of Search is not viable because of all the constraints.

The MIR was negatively worded and dismissive of all surface coal extraction; the Coal Authority recommended that this stance should not be adopted in the LDP.

The Coal Authority does not agree that all of the constraints identified in the MIR should be utilised to determine Areas of Search. We identified that such an approach was completely at odds for example to the South Lanarkshire LDP which defines the whole plan area as an Area of Search. This concept was explored in detail by the appointed Reporter who held a detailed hearing session on this issue. The Council is obviously correct in identifying that constraints potentially do exist, however The Coal Authority considered that these are relevant for inclusion in relevant policies.

The LDP now sets out a policy approach which is framed positively in MIN6 whilst recognising the relevant planning considerations in MIN8. As such The Coal Authority supports the current LDP approach as providing an appropriate balanced framework. Notwithstanding it would be our preference to always see areas of search defined as paragraph 239 of Scottish Planning Policy requires.

Representation No.4

Site/Policy/Paragraph/Proposal – Policy MIN7 Onshore Oil and Gas

Support – The Coal Authority support the LDP approach which sets out a policy approach which is framed positively in MIN7 whilst recognising the relevant planning considerations in MIN8. As such The Coal Authority supports the current LDP approach as providing an appropriate balanced framework.

Representation No.5

Site/Policy/Paragraph/Proposal – Policy MIN8 Mineral Extraction Criteria

Objection – The Coal Authority supports the policy with the exception of criterion 3 relating to transportation corridors. Criterion 1 already addresses visual intrusion and/or landscape impact in relation to unacceptable impacts. Criterion 3 is not written in terms of harm arising, or unacceptable

impacts, it merely indicates that any mineral scheme will be refused if it can be viewed from the A1, A199, various tourist trails or rail lines. This is not a justified basis upon which to make a planning decision having regard to the advice in paragraph 237 of Scottish Planning Policy. As such it should be removed from the policy in its entirety.

Change Requested – Amend Policy MIN8 as follows:

“Policy MIN8: Mineral Extraction Criteria

Proposals for surface mineral extraction or for the extraction of onshore oil or gas or coal bed methane will only be permitted where there will be no significant adverse impact on the environment or the local community. Proposals will be assessed against other relevant LDP policies and must meet all the following criteria:

- 1. There would be no unacceptable environmental impacts, including from disturbance, disruption, noise, dust, vibration, seismic activity, blasting, traffic, visual intrusion, landscape impact, or pollution, on any of the following:
 - a) the character, setting, appearance and amenity of the area, including any settlements;*
 - b) natural heritage interests, including biodiversity and geodiversity;*
 - c) all land, but especially prime agricultural land, carbon rich and rare soils;*
 - d) the water environment;*
 - e) air quality;*
 - f) cultural heritage; or*
 - g) any other sensitive receptors.**
- 2. There would be no significant loss of public access to or enjoyment of the countryside, including the use of rights of way, the core path network and the John Muir Way;*
- ~~*3. The development would not be conspicuous when viewed from any of the following major transportation corridors and tourist routes:
 - a) any part of the A1 trunk road*
 - b) the A199 between Macmerry and Dunbar*
 - c) the Coastal, Hillfoots and Saltire tourist trails*
 - d) the East Coast Main Line railway and North Berwick branch line;**~~
- 4. The development would not have a significantly adverse cumulative impact on the environment or on local communities when combined with the effects of other existing or consented mineral workings;*
- 5. Where there is a material risk of disturbance or environmental damage, this is outweighed by demonstrable and significant local or community benefits related to the proposal.*
- 6. In the case of proposals for surface minerals extraction, the proposal is for a specific type, quality and quantity of minerals required to meet an established need, and which are not available from:
 - a) sites with existing permissions; or*
 - b) through the use of suitable secondary or recycled materials.”**

Representation No.6

Site/Policy/Paragraph/Proposal – Policy MIN10 Restoration and Aftercare

Support – The Coal Authority support the LDP approach, securing appropriate restoration is a fundamental aspect of determining the acceptability of the development in principle.

Representation No.7

Site/Policy/Paragraph/Proposal – Policy MIN11 Prior Extraction of Shallow Coal

Support – The Coal Authority support the LDP approach which has been developed following ongoing liaison with The Coal Authority.

Representation No.8

Site/Policy/Paragraph/Proposal – PROP BW1 Blindwells New Settlement

Support – There is significant coal mining legacy on the Blindwells site, including; mine entries, shallow coal workings, potential unrecorded shallow coal mine workings and the site being within the boundary of a site from which coal has been removed by surface mining methods. The Coal Authority therefore continues to support the identification that remediation of ground conditions will be required at the site. In principle we welcome the redevelopment where appropriate of surface mining sites for beneficial after-use. This can bring about significant environmental enhancement.

Representation No.9

Site/Policy/Paragraph/Proposal – Policy Omission Unstable Land

Objection – The Coal Authority still wishes to see the issue of unstable land addressed in an appropriate policy in the LDP. We raised this at the MIR stage as it is a locally distinctive issue in East Lothian.

Whilst we note that the LDP text does in a number of areas of supporting text refer to the need to consider ground conditions, as known high risk from land instability from mining legacy directly affects 9.88% of the plan area it is a significant constraint.

The LDP identifies flood risk in a policy framework in Policy NH11 notwithstanding that it also refers to the need for a flood risk assessment in many areas of supporting text relating to sites. I'm not aware of how much of the plan area falls within areas of flood risk or is in Air Quality Management Areas but it would be surprising if this was as high as almost 10% of the plan area. Consequently as land instability is an issue affecting such a large spatial part of East Lothian we consider that it must be addressed in a policy.

Change Requested – Include a Policy as follows:

“Policy xx: Unstable Land

Development that would be at unacceptable risk of land instability will not be permitted. Where remedial, treatment or mitigation measures are required to ensure that development is safe and stable, planning permission will only be granted where such remedial, treatment or mitigation measures can be secured without adversely affecting residential amenity, the water environment or landscape character.”

Conclusion

The Coal Authority welcomes the opportunity to make these comments. We are, of course, willing to discuss the comments made above in further detail if desired and would be happy to negotiate alternative suitable wording to address any of our concerns. The Coal Authority would be happy to enter into discussions ahead of any examination hearing process to try and reach a negotiated position if this were considered helpful.

Thank you for your attention.

For and on behalf of

Mark Harrison BA(Hons), DipTP, LLM, MInstLM, MRTPI

Principal Manager

Russell & Gillian Dick

October 20, 2016

Dear Sir/Madam

PROPOSED LOCAL DEVELOPMENT PLAN CONSULTATION

I propose that, in the North Berwick cluster developments, Saltcoats NK7, Fenton Gait East NK8, Fenton Gait South NK 9 be removed from the Plan since they run counter to many of the Plan's main aims and specific Environmental Assessments.

I support the overall strategy that the bulk of the proposed developments should be in the west of the Council area, with fewer developments in the east. This strategy puts developments where the economy and infrastructure are best fitted to support development. I suggest that the word 'mitigation' is misused in much of the Plan. Mitigation is defined in the Oxford English Dictionary as making less serious, severe or painful. By using 'mitigation' as a solution in much of the Plan, it implies that the Council recognises that its proposals will have a serious detrimental effect on the well-being of its residents which can only be lessened, not removed. This is a disappointing admission of failure of the Council to protect the well-being of its residents.

Mainly, however, my comments apply to the North Berwick cluster, particularly to Gullane, where, as a resident and former Vice-Chair of the Gullane Area Community Council, I have an intimate knowledge of the area.

Spatial Strategy

The following extracts demonstrate aims or policies which would be impossible to meet if all developments in Gullane are given the go-ahead.

2.3 'minimise the need to travel by car as well as travel distances and associated CO2 emissions',

2.7 settlements 'further east are also near the limit of what can be achieved in the way of their expansion beyond which significant changes to their landscape setting, character and infrastructure would be required'.

Our Infrastructure and Resources

4.4 'The Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth'.

'resist proposals for out of centre developments where their siting would encourage longer journeys, especially by private car'.
See also **Policy T1 and T2**.

Diverse Countryside and Coastal Areas

5.2 'resisting the significant pressure for less sustainable development that would promote car-based traffic patterns, would suburbanise the countryside, or would harm the character and appearance of the rural area.'
See also **5.8** for reiteration of this advice.

Draft Environmental Report Appendix 10

This section tries to give an objective assessment of the suitability of the area for proposed developments, but in doing so omits key factors about the impact of certain developments. In Gullane, regrettably, there is no attempt to assess the impact of proposed developments on the village as a whole. This is a major deficiency which I will rectify using local knowledge as well as Council and other factual information, along with the Plans submitted by developers. The result would be several more 'red' judgments about the suitability of Gullane for substantial new growth.

Taking just one of the factors, the Assessments of each of the proposed sites in Gullane is given a medium rating for Accessibility. This is significantly above what would be the new reality if the development proposals are accepted in their entirety. It is a judgment of excessive over-optimism which sells its existing residents short. Each development proposal should be changed to a red status in Accessibility.

Gullane is not capable of supporting anything other than a small growth in local employment. Most employment already is located well outwith the village. A growth in population will certainly reinforce that situation. Based on figures from the Scottish Household Survey of 2011 there would be at least 327 new cars in the village (in 2011, 70% one car households, 26% two cars in Scotland). Almost all of the new inhabitants who work will travel by car out of Gullane to do so. This increase would have a massive effect on road infrastructure. The A198 through the village is already experiencing traffic movement at the edge of its capacity with existing car use + the extra vehicles coming and going to new developments in and east of Gullane, as well as in growth of deliveries from internet shopping. Planners/Councillors should visit Gullane at various points of time in each day of the week for several weeks to see for themselves. If that can't be managed then take account of residents who have seen for themselves the growth in traffic over many years. The proposed new developments are at the very end of comfortable walking distance, in moderate weather conditions, for access to shops for young families and more elderly people. Inevitably there would be frequent use of cars for local shopping as well as for access to supermarkets and other retail facilities in North Berwick, Haddington and the Lothians.

The A198 through the village would require much more than 'mitigation' to make it suitable and safe for the certainty of a large increase in car use. Similarly for parking availability.

Public transport availability can be rated only as passable in terms of access to buses and totally inadequate in terms of access to rail travel. A minority of the new households would wish to or be able to travel to Drem station by cycle. More might do it occasionally but not on dark morning/evenings or in inclement weather. The rail service for the existing population will continue to be poor and unreliable for a number of years (confirmed by Cllr Berry) whilst car parking at Drem is inadequate presently. If you take a look at where cars are parked now, an increase in parking space for 12 cars is laughable as a 'mitigation' measure.

The main road access to Drem would also require more than mitigation to cope with any increase in car travel. The B1345 would be accessed from the A198 or Fenton Barns and traffic would be expanded by cars travelling to Edinburgh, not just from Gullane but also from the huge expansion in North Berwick. It is a road where speed limits are more honoured in the breach than in the observance. The C111 Fenton Road would be accessed by a good proportion of cars travelling from any new development at Saltcoats and/or Fenton Gait. This small rural lane was never designed for substantial car use and would present great danger to the current users walking, cycling, and horse riding. Mitigation, such as speed limits, would merely be a gesture and ineffective so that basically a new road would be required.

Three of the proposed developments for Gullane breach existing village boundaries onto green field sites. The Assessments say that they are linked to existing boundaries. But if boundaries preserving green fields are breached there is no argument for opposing any future proposals to develop further into green field land.

Based on estimates by local primary school parents the proposed new developments would lead to an extra c380 places being required for the primary school. Whilst it seems that land would be made available, this increase would amount to the need to build the equivalent of a new 2-stream primary school. This would substantially change the character of education offered in a village to one similar to schooling for to a small town. The character of the village experience would be substantially affected.

Conclusion

It is clear that for Gullane the quantity and scale of developments proposed could only succeed if there was a very large investment in resources for improvements in public transport, roads, parking, and education. Mitigation would not do. No doubt Gullane could cope with the development proposed on the most appropriate site, the Fire College site.

If the proposed developments are given the go-ahead it will lead to a significant change in the character of the village and to the well-being of its inhabitants. Against many of the aims and policies of the Council, Gullane would change from a picturesque coastal village for residents and visitors to a small town bedeviled by car-based traffic patterns, and would add to the suburbanization of the countryside.

Mrs Aitken

I am writing this letter to put my objection in against all the houses being proposed for our village of Gullane. Firstly I feel that building should start on the brown field where the old fire school is and should be developed before going into green-fields. You are well aware how the hotel that lay empty for quite a few years was vandalised and totally left until it looked a proper eyesore so I do not want that to happen to the fire school.

However my main concern is the development of the SALTCOATS field. You can see by my address that the plans to use the c111 road as the main road into the SALTCOATS development with a proposed road being made further down WEST FENTON ROAD just doesn't seem a good plan at all. This road is used by older people who walk every day, the riding for the disabled and people who walk their dogs. The road can barely take two cars and I shudder to think the amount of traffic would be using this small road when another 120 families, who I'm sure the vast majority of families will have thi two cars. I therefore think it should not go ahead when the fire school site could have 120 house built on this site.

My next objection is the FENTON GAIT EAST The problem I have with this site is the proposed path being put through the steading which I feel is totally not needed and is not safe to come out the Steading on to the c111 road where there is no pavements for children to walk on and would certainly be quite dangerous. The other reason is there area plans for new pavements being made at the opening into the new development of this site which will be far safer for children to walk to school only crossing from one pavement to another and the crossing at Muirfield Drive which has a proper crossing for children and adults alike. Muirfield Steading is a small development mainly with older people and has always been a nice safe cul-de-sac and certainly don't want an opening from a development of 51 houses .

The same objections stand for the 15 houses planned off WEST FENTON ROAD [C111] which again will only cause problems with traffic coming off this small road.

The amount of houses planned will only add to the problems it will cause with the Doctors surgery, the primary school, our transport with the buses and the trains which are already over used and not enough carriages. The village is struggling with parking now and certainly couldn't cope with the amount of traffic all the houses proposed go ahead.

Our library couldn't cope with all the people that would be coming into the village, our community hall and services will be stretched to the limit and would totally take away the meaning of village life.

I trust the council would re-consider all the plans other than the fire school and leave our village as a village and not a small town.

Yours sincerely

Rita Aitken [Mrs]

From: [anne.forsyth](#)
To: [Local Development Plan](#)
Subject: Objection to,local development plan
Date: 20 October 2016 09:05:47
Attachments: [FOECB1FC-A52E-4590-BA48-42570CF9ABEA\[300\].png](#)

Dear Sirs,

I refer to the planning proposal to include greenfield sites in Gullane . As ELC are aware the old fire school is available for redevelopment and the sooner this is done the better. Otherwise we will be left with a similar eyesore as the Templar Lodge which lay empty and derelict for years before developed. The developers who are interested in building in Gullane will far prefer the easier greenfield sites and prioritise these over the fire school.

Gullane is a small rural village with limited facilities. The proposal for four new developments will impact heavily on the infrastructure. Public transport is limited and due to the size of the developments and lack of work opportunities in the local area, the houses will include at least one commuter. The roads cannot cope and neither can the train. There is insufficient parking at the train stations and insufficient seating availability.

Whilst the development t the fire school may already stretch the local resources any increase on tis will have a tremendous impact.

I therefore request that the Saltcoats (NK7), Fenton Gait East(NK8) and Fenton Gait South (NK9) sites are removed from the local development plan.

Yours faithfully
Anne Forsyth

Kenneth Ritchie

**Policy & Projects, Development, Partnerships and Services for
Communities,
East Lothian Council,
John Muir House,
Haddington
EH41 3HA.**

Dear Sir or Madam

20 October 2016

**PLANNING FOR HOUSING DEVELOPMENT-THE GLEBE, BANKPARK,
TRANENT**

I write to you in as a resident

The Glebe,
Bankpark, Tranent is being considered for development and I wish the
following objections to be considered:

that to develop houses in the area known as the Glebe would require a new
access road or roads to be built which would damage the natural beauty of
the area

that the access road or roads would be mean that the Brickworks
road, Tranent would presumably be made into a two way road running from
Church Street to the Johnnie Cope Road causing damage to areas of natural
heritage and forever closing a route enjoyed by residents and visitors who
walk or cycle the route.

that to build a new road would mean a dramatically increased traffic flow near
to the Bankpark Brae park, a park owned by the residents of Bankpark and
frequented by dog walkers and children and families and cause concern to
residents

that to develop houses in this area of Tranent would cause considerable
burdens on the capacity of schools and health centres in the area.

that clarification would be needed regarding ownership of the perimeter north
wall surrounding the farmer's field at the Glebe which is presently jointly
owned by the Church of Scotland and the residents whose property back onto
the wall, the repairs and upkeep of which are jointly met. Clarification would
ne needed from the Council that the same terms of ownership would apply
and that any building work would not jeopardise the properties close to the
Glebe,

I submit this for your attention and look forward to your reply.

Yours Faithfully

Kenneth Ritchie

Response ID ANON-ZMS3-3MXA-6

Submitted to **East Lothian Proposed Local Development Plan**

Submitted on **2016-10-20 20:48:12**

About You

1 What is your name?

First name:

Kenneth

Surname:

Ritchie

2 What is your email address?

Email address:

3 Postal Address

Address:

ve

4 Please enter your postcode

Postcode:

5 Are you responding as (or on behalf of) a.....?

Local resident/member of the public

6 What is your organisation and role (if applicable)?

Organisation:

Your role:

7 Are you supporting the plan?

No

If Yes: Please include your reasons for support:

Section 2d - Tranent Cluster Main Development Proposals

1a PROP TT1: Housing at Windygoul South, Tranent - What modifications do you wish to see made to Prop TT1 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

1b Please give any information/reasons in support of each modification suggested to Prop TT1 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

2a PROP TT2: Windygoul Primary School Expansion Land - What modifications do you wish to see made to Prop TT2 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

2b Please give any information/reasons in support of each modification suggested to Prop TT2 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s) :

3a PROP TT3: Employment at Windygoul South, Tranent - What modifications do you wish to see made to Prop TT3 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

3b Please give any information/reasons in support of each modification suggested to Prop TT3 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

4a PROP TT4: Lammermoor Terrace, Tranent - What modifications do you wish to see made to Prop TT4 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

4b Please give any information/reasons in support of each modification suggested to Prop TT4 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

5a PROP TT5: Bankpark Grove, Tranent - What modifications do you wish to see made to Prop TT5 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

I wish the following objections to be considered:

that to develop houses in the area known as the Glebe would require a new access road or roads to be built which would damage the natural beauty of the area

that the access road or roads would result in the Brickworks road, Tranent presumably being made into a two way road running from Church Street to the Johnnie Cope Road causing damage to areas of natural heritage and forever closing a route enjoyed by residents and visitors who walk or cycle the route.

that to build a new road would mean a dramatically increased traffic flow near to the Bankpark Brae park, a park owned by the residents of Bankpark and frequented by dog walkers and children and families and cause concern to residents

that to develop houses in this area of Tranent would cause considerable burdens on the capacity of schools and health centres in the area.

that clarification would be needed regarding ownership of the perimeter north wall surrounding the farmer's field at the Glebe which is presently jointly owned by the Church of Scotland and the residents whose property back onto the wall, the repairs and upkeep of which are jointly met. Clarification would be needed from the Council that the same terms of ownership would apply and that any building work would not jeopardise the properties close to the Glebe,

5b Please give any information/reasons in support of each modification suggested to Prop TT5 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

6a PROP TT6: Kingslaw, Tranent - What modifications do you wish to see made to Prop TT6 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

6b Please give any information/reasons in support of each modification suggested to Prop TT6 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

7a PROP TT7: Macmerry North - What modifications do you wish to see made to Prop TT7 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

7b Please give any information/reasons in support of each modification suggested to Prop TT7 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

8a PROP TT8: Macmerry North - What modifications do you wish to see made to Prop TT8 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

8b Please give any information/reasons in support of each modification suggested to Prop TT8 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s) :

9a PROP TT9: Gladsmuir East - What modifications do you wish to see made to Prop TT9 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

9b Please give any information/reasons in support of each modification suggested to Prop TT9 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

10a PROP TT10: Limeylands Road, Ormiston - What modifications do you wish to see made to Prop TT10 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

10b Please give any information/reasons in support of each modification suggested to Prop TT10 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

11a PROP TT11: Elphinstone West - What modifications do you wish to see made to Prop TT11 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

11b Please give any information/reasons in support of each modification suggested to Prop TT11 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

12a PROP TT12: Woodhall Road, Wester Pencaitland - What modifications do you wish to see made to Prop TT12 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

12b Please give any information/reasons in support of each modification suggested to Prop TT12 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

13a PROP TT13: Lempockwells Road, Wester Pencaitland - What modifications do you wish to see made to Prop TT13 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

13b Please give any information/reasons in support of each modification suggested to Prop TT13 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s) :

14a PROP TT14 - What modifications do you wish to see made to Prop TT14 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

14b Please give any information/reasons in support of each modification suggested to Prop TT14 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

15a PROP TT15: Humbie North - What modifications do you wish to see made to Prop TT15 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

15b Please give any information/reasons in support of each modification suggested to Prop TT15 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

16a PROP TT16: East Saltoun - What modifications do you wish to see made to Prop TT16 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

Modifications(s) Sought:

16b Please give any information/reasons in support of each modification suggested to Prop TT16 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s) :

17a Policy TT17: Development Briefs - What modifications do you wish to see made to Policy TT17 of the proposed Plan? Please state all relevant paragraph numbers of the plan to which the modification(s) refer. Your justification for this will be sought in the next question.

17b Please give any information/reasons in support of each modification suggested to Policy TT17 of the proposed Plan. State all relevant paragraph numbers of the plan to which the modification(s) refer.

Justification for Modification(s):

Additional Comments

1a Additional Comments - What additional modifications do you wish to see made to the proposed Plan? Your justification for this will be sought in the next question.

Modifications(s) Sought:

1b Please give any information/reasons in support of each additional modification suggested to the proposed Plan.

Justification for Modification(s):

File upload:

No file was uploaded

Policy and Projects Development
Partnerships and Services for
Communities

East Lothian Council

John Muir House
Haddington

EH41 3HA



EH31 2DS

15th Oct. 2016

Dear Sirs,

My husband and I object strongly, and request that you remove SALTCOATS (NK4) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) from the proposed LDP as sites for housing development.

The roads around Gullane are already over-flowing with traffic. Many of these roads have no pavements, the roads themselves are narrow, and even more traffic could only make things worse. In particular, the road from West Fenton to Gullane is especially narrow, and although the farmers cut their hedges tidily, the Council has not cut their share of the hedges, resulting in many drivers having to move out from their own side of the road to avoid scratching their cars on the over-hanging branches.

2

These proposed developments are not sustainable, with poor access to employment and other services. The scale is far beyond what is reasonable and would result in an unacceptable 30% growth in the village.

In building more houses around Gullane you are killing the goose that lays the golden egg!! Unless proper facilities are made available in the area first, fewer tourists will bother to visit, and valuable finance will be lost.

How can it have escaped your notice that the Primary School is close to full capacity, the medical practice also, and parking in and around Gullane is verging on the impossible. The access to public transport (trains in particular) falls well below what is required, especially for Saltcoats (NKY).

Gullane is not capable of taking up the inclusion of ALL 4 sites in the LDP. As a Conservation Area its amenities would be ruined, and roads would become more dangerous.

The Village Hall will not be able to cope with demands.

3

Should all 4 sites ~~be~~ developed that would mean 344 extra houses, 593 extra vehicles, at least 382 extra school age children, an extra 107 pre-school children (and that's just an estimate), plus at least 344 extra commuters. This is not sustainable.

Gullane's facilities are at the furthestmost part of the village from these proposed sites from which no one will wish to walk, but will use their cars instead. At the risk of becoming repetitive, there are insufficient car parking facilities

Yours faithfully

Policy & Projects Development
Partnerships & Services for Communities
East Lothian Council
John Muir House
Haddington
EH41 3HA

14th October 2016

Dear Sirs

Objection to Proposed Local Development Plan

I have reviewed the proposed Local Development Plan and would ask that Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) be removed from it. I have lived in Gullane for many years and I am very concerned that the Plan envisages the above sites as sites for housing development, given the near impossibility of parking at the moment when I shop in the village.

Whether it is appreciated or not, Gullane has acted as a hub for retired people for many years and as a result, there are many who are still completely in control of their faculties but are of reasonable age. I do not believe that what is proposed is in the best interests of the Community now and will not be in the best interests of the Community in the future. A Local Development Plan should set out what is planned for the future and the current draft, as it affects Gullane, is unhappy and unsatisfactory.

Where are all the people, if houses were to be built, going to shop and more importantly work? How are they going to get to Edinburgh to work, given the parlous state of the rail service, the bus service and the over-crowded roads?

Yours faithfully

W Walker (Mrs)



Policy & Projects Development
Partnerships & Services for Communities
East Lothian Council
John Muir House
Haddington EH41 3HA



18th October 2016

Dear Sir/Madam,

Objections to the LPD for Gullane

The LDP proposals for Gullane to include Saltcoats field (NK7), FentonGait East (NK8) and Fenton Gait South (NK9), all 3 sites at the East end of Gullane away from the centre, would place new housing developments in entirely the wrong area. Therefore I request that these 3 sites are removed from the LDP Plan. My other reason for this request, repeat the objections I have already made to the planning applications for NK7 and 8 (see enclosed copies of letters) and can be summarised as follows:

- 1) The land that it is proposed to build on, is high quality agricultural land.
- 2) There would need to be a vast improvement in the infrastructure of Gullane to accommodate this additional housing, ie the roads, the school, the medical and leisure facilities.
- 3) Inevitably, the building of housing on all 3 sites, as well as the upgrading of the infrastructure, would take a number of years, which would adversely affect the amenity of the village for both residents and tourists.

The effect on Gullane of objections 2 and 3 does not appear to have been estimated or even considered. Gullane, at the moment, is a village with an unpolluted atmosphere, where walks are plentiful and the traffic is manageable. If houses are to be built, they should of a size and number suitable for the local population. We do not want to become another dormitory for Edinburgh, with all the traffic and pollution that would involve.

Yours faithfully,

Karin E Jamieson

19/10/16

POLICY AND PROJECTS,
EAST LoTHIAN COUNCIL,
JOHN MUIR HOUSE,
HADDINGTON,

Dear Sir or Madam,

Please find enclosed a petition signed by 38 residents of SPOTT and surrounding area who are opposed to the proposed development of new housing at the end of St John's Street, Spott.

If necessary please contact me by email or at the above address.

Yours sincerely,

COLLIN AINSLIE.

06/10/16

East Lothian Planning proposals,
Haddington,
East Lothian.

To whom it may concern

We would like to oppose East Lothian Development Plan for Spott. The proposed plan has a development of 6 houses at the end of St John's Street, Spott. Firstly the village is a conservation village and was originally built with a linear nature in mind. The village is accessed by a very narrow road from Asda round about on the A1 to the village itself; this is already a very busy road which has to deal with tractors and Lorries gaining access to Spott grain store and vehicles travelling to Spott also.

The area outlined in your plan is arable land which is the soak away area for the septic tank for the 8 houses on St John's Street, it also performs another useful function of being the main soak away area for any surface water gathering in and around St John's Street as there is no drainage apart from the run off into the field at the bottom of St John's Street.

Scottish water normally gains access to the septic tank through the field to service and clear this 8 houses septic tank. This septic tank overflowed recently on the 12th September 2016 and overflowed and contaminated the area outlined in your plan. It took Scottish water a total of three days for the tank and surrounding area to be cleared and decontaminated using the field for access. The tank in Scottish Water's opinion is only just adequate for the existing 8 houses that feed into it.

As Scottish water and presumably Scottish Power who also have main's power cables running from a pole North of St John's Street garden stretching North East directly above the proposed area, they would use the field to access tank and power pole/cables there is presumably a way leave in existence for access.

Along with the new housing proposed at Beverage Row this will impact on West Barns Primary School and Dunbar Grammar School along with the existing Doctor's Practices.

Lastly St John's Street is already over burdened for vehicular access to the existing 8 houses to propose a further 6 homes and construction traffic using this street would seem impossible.

We the under signed agree with the objections given above.

Name and Signature	Address

Name and Signature	Address
KEMISTAL WISWART	
PAUL BUCKLEY	
DAVID GARNETT	
L. PHILLIPS	
Allison Russell	
ANNE LYALL	
CHRIS THACKER	

Name and Signature	Address
KEITH ALEXANDER	
JULIE ALEXANDER	
CHRIS DUBBER	
CAROL DUBBER	
Wm. IAN WOOD	
STEWART WOOD	
JACK WOOD	
COLLIN AINSIE	
KATHLEEN AINSIE	
PAT FERGUSON	

Name and Signature	Address
M BAILLIE	
L Phillips	
K THACKER	
E. HARDING	
A HARDING	
)	
1/2	

From: [Simon Haynes](#)
To: [Local Development Plan](#)
Subject: Fwd: Objection to proposed building developments in Gullane
Date: 22 October 2016 21:28:21

Begin forwarded message:

From: Simon Haynes
Subject: **Objection to proposed building developments in Gullane**
Date: 22 October 2016 at 21:26:26 BST
To: ldp@eastlothian.gov.uk

Dear Sirs.

I strongly urge you to remove Saltcoats (NK7), Fenton Gait East (NK8), and Fenton Gait South (NK9) to be removed from the proposed local development plan for housing development. These developments are destructive and if all 4 areas are developed will destroy the nature of Gullane. Gullane is one of the most attractive areas in the region and developments of this scales are completely inappropriate. The amenities of the area will be changed for the worse, for ever. The quality of day to day life will diminish

Gullane quite imply does not have the infrastructure to manage what in effect will be a 30% increase in population, and will be disproportionately disadvantaged compared to other areas in East Lothian.

The impact on local roads will be significant, and as a cyclist I fear that I will not be continue safely using my bicycle for local transport.

A development such as this requires adequate public transport, and the current rail and bus services will not be able to cope with the increased demand.

All the shops and restaurants in Gullane are at the west end of the village - these new developments are at the opposite end, and there will be an unsustainable and unpleasant increase in the use of cars for short journeys, and demands on car parking will be many and render the west end of the village congested and less safe for pedestrians and cyclists.

Tourism is important to Gullane. Developments of this magnitude will render Gullane less attractive as a place to visit

The proposed brownfield site development in contrast will enhance the appearance of the village: it, and it alone should be allowed to proceed.

School and medical facilities quite simply will not be able to cope with developments of the proposed magnitude.

I urge you to stop the proposed greenfield developments which are

entirely inappropriate for Gullane.

Yours sincerely,

Simon Haynes,

**East Lothian Local Development Plan****Proposed Plan stage – October 2016****Representation of behalf of Asda Stores Limited**

As the Council will be aware, planning permission was granted in 2006 and 2007 for a new Asda store at Dunbar and the store opened in 2008. The site lies within the wider development area and includes a garden centre as well as proposed housing.

The proposals map forming part of the existing Local Plan from 2008 acknowledges the site's role in providing retailing services to the community through its allocation as a site for foodstore development. The MIR did not refer to the site, but Asda would like to ensure that the forthcoming LDP takes cognisance of the Asda and other developments which have now taken place, or are about to, in the area.

The MIR acknowledged the need for a retail hierarchy to be set out in the forthcoming LDP and Asda are pleased to see that this has been carried forward to the proposed LDP stage.

The role of the now established Asda store at Dunbar, and the additional facilities, point towards this area having a role as a focus for community activity. The surrounding area is one characterised by significant additional growth through the housing proposals and the area therefore needs a community hub which will serve the day to day needs of the community. The existing Asda store and the additional uses provide this for the residents. As such Asda support the recognition of this within the proposed East Lothian LDP through the allocation as a local centre. This allows the centre to have a clear position in the retail hierarchy and have a protected status within retail policy with recognition of its important contribution to the catchment population.

From: [Rosie Creyke](#)
To: [Local Development Plan](#)
Subject: Objection to Inclusion of Greenfield Sites in Proposed Local Development Plan
Date: 23 October 2016 14:00:04

I request that Saltcoats (NK7) and Fenton Gait East (NK8), Fenton Gait South (NK9) are removed from the proposed Local Development Plan as sites for housing development.

The inclusion of all four sites accounts for a disproportionate level of housing being allocated to Gullane. It would account for 50% of all the new sites from the North Berwick Coastal Area which is highly disproportionate and unbalanced compared to the other villages and towns in the area. It would be an enormous expansion of 30% of the current village in a very short space of time which is incredibly inorganic and will stretch all types of infrastructure which is already operating at capacity. It places an onerous demand on both the existing and future residents of Gullane in terms of infrastructure. The type of housing being planned is for families yet only two extra classrooms are being accounted for in the primary school which equates to an expectation of only 50 extra children (25 to a class) being able to be housed. Where do the other children go? Into portakabins? This is regression in provision of schooling facilities and will harm our children's quality of education provision. It would also be like living on a huge building site for the next ten years. This would be detrimental in a village which thrives on tourism and golf and would reduce the village's economic sustainability. Why would the East Lothian Council seek to downgrade such a source of economy in the village?

The developments are hugely unsustainable and fly in the face of the Scottish Government's own Planning Policy that developments must be sustainable. Public transport is poorly provided with rail links already at capacity in terms of parking and also number of carriages and services. There is no employment within the area and so by definition, any new resident will be a commuter so why add to everyone's misery of miserable journeys by train - or people will commute by car? In addition, the proposed developments are so far from the retail centre of the village that people will be inclined to use their cars most of the time instead of walking to carry out quick shopping errands. This will result in awkward parking and difficulty in parking which could lead to road accidents. The cumulative effect would ruin the amenity of the Gullane Conservation Area and denigrate the cultural and tourism values of the village even further.

Importantly, the inclusions of the greenfield sites would compromise the delivery of the brownfield site of the Fire College. It is Scottish Government Planning Policy that brownfield sites must be developed on first and this is the site that the village agrees should be developed on otherwise it could fall derelict. However, the planning applications which have been submitted so far have been for greenfield sites and not the brownfield site which is contravening this policy.

I copy in my objections to both Saltcoats and Fenton Gait East below.

Rosie Creyke

**FENTON GAIT EAST, GULLANE, PLANNING APPLICATION REFERENCE:
16/00587/PM**

I strongly object to the development of Fenton Gait East, Gullane.

The Local Development Plan has not been decided yet so how can planning applications go through on 'preferred' sites before the Plan has been through its full Consultation Period. The process has not yet finished to confirm the sites. By building on these sites before the Plan has been completed, the developers are taking away the democracy of completing the plan. This planning application is premature and its approval will prejudice the consultation process and outcome of the Local Development Plan. What is more, the building of these houses on greenfield land is irreversible and it is not an action that can be undone.

If new houses are to be built in Gullane, it should be on the brownfield site of the old Fire Station before anything else is considered to see how many houses that can provide before building on prime arable greenfield sites. This is line with the Scottish Planning Policy that brownfield sites should take precedence before greenfield development and remove the urgent requirement of the brownfield site of the Fire College being developed. If this brownfield site is not developed, it could deteriorate into a derelict eyesore like the Templar Lodge on the Main Street before it was finally, after many years, developed into St Andrews Court.

Such a large development of 41 houses on the greenfield site of Fenton Gait East will affect the amenity value of the village by building to excess and will start eroding at the values of village life which is an attractive reason for people to move to the village – but not if there are too many houses to start making it like a small town rather than a village. There would be an over-development of the village on a scale which is out of proportion with the village size. Indeed, community facilities such as the village hall would not be able to cater for the increased size of population at community events. The building rate of the houses would be over such a long period that it would impact daily on the lives of the existing residents of Gullane. This would also affect tourism which is an important source of income to the village economy as who would want to visit a perpetual building site with roadworks etc on a continual basis? Also the cumulative affect of the building works, the visual appearance of 'identikit' houses on the edge of the village and the increased lack of parking would ruin the amenity of Gullane Conservation Area.

CALA believes that the village has an ageing population however the figures provided in their March 2016 public consultation did not provide historical figures and so a trend could not be identified. They did however show figures provided by East Lothian Council to show the primary school population was peaking in 2016 and reducing quite dramatically thereafter. However, the toddler group in Gullane has increased numbers dramatically over the last couple of years which indicates that the school population is only going to increase over the next few years rather than go into decline. Also the playgroup register is at capacity which indicates that there is no downward trend in future years of school intake. If the Council has these numbers incorrect as the villagers believe and who have experience of the village, then this has a fundamental impact on the provision of teaching space and quality at the primary school. The Council figures are out of context and are being quoted by the developers to justify inappropriate development.

The Parent Carer Council of Gullane Primary School understands that the amount

of money that the developers are required to provide East Lothian Council with the aim of improving school facilities is based on the following formula of 0.336 children 'generated' per house for primary school and 0.2 children per house for secondary school. However, CALA are wishing to provide Gullane with large houses specifically for families to address their perceived view of an ageing population. This therefore implies that there will be at least one child per house and as the houses are big, there will probably be more than one child per house and so the formula is grossly inadequate. This will be a gross disservice to the existing population of Gullane and any new families to the village.

CALA believe there are few 16-29 year olds in the village compared to the rest of the country however this age group is inherently more likely to move to cities for university and start of careers and then move back to rural villages to build families. This is certainly the case of Gullane, there are many families moving here on a constant basis. This is not a housing issue, it is the life cycle. CALA believe that there is a lack of opportunity and/or a lack of desire to continue to live in Gullane after leaving school and so therefore draining economic vitality of the village. However, this does not appear to be the case if you actually live in the village. Families either move out of Gullane or stay stuck in rented accommodation as there is housing available at a low price point or a high price point but no housing provision in the middle price point. This lack of mid price point is driving the working age out of Gullane as they wish to buy their family homes at a price they can afford which are not available here.

The proposed development is unsustainable in many ways, including lack of parking spaces provided at Drem and Longniddry Rail Stations which is the most viable way for people to access their work in Edinburgh. The trains are already not stopping at peak times from Musselburgh towards Edinburgh and so increasing housing will always mean that the infrastructure will be overstretched even if carriages are increased in number. Abellio have recently announced that they will not provide more carriages for the trains which seriously compromises the level of service they can provide to an increasing population who are primarily going to be rail commuters by default as the employment sources are in Edinburgh.

The proposed developments are away from the main car routes and so directing significant traffic down coastal roads that cannot be widened due to limits of sea and existing property. This will lead to road safety issues leading to more fatalities and accidents. It is unsustainable to have such a large housing development without any supporting employment sources so far from the train stations and having such poor provision of other public transport such as buses. New residents will therefore be relying on car transport by default, even to get to rail stations for onward travel, which will substantially increase emissions of carbon dioxide and other undesirable effects of increased car usage. As this proposed development is about a mile away from the village shops, the likelihood that errands to the shops will be undertaken by foot is low and will mean most errands to the shops will be by car. Again this is unsustainable and contrary to policy of trying to minimise car usage.

The Government's Scottish Planning Policy SPP has a vision for four outcomes. Firstly, to 'support sustainable economic growth and regeneration of well designed sustainable places'. How can this be a sustainable development when there are no employment opportunities and the proposed occupiers are to be commuters to Edinburgh. There will be very little economic growth, instead there will be a money and brain drain to Edinburgh with commuters spending their working week there. The second outcome is to have a 'low carbon place - reducing carbon emissions and adapting to climate change'. Gullane is five miles

from Drem rail station and seven miles from Longniddry rail station. Even if rail travel is depended upon by the commuters, substantial carbon emissions will be created. This is before the limited car parking spaces at both rail stations are taken into account with existing village residents finding it difficult to park here. Also the rail service provided is inadequate for the existing population, regardless of the proposed influx of new users from the developments being proposed in the North Berwick/Dirleton/Gullane/Aberlady corridor. Thirdly, to 'protect and enhance our natural and cultural assets'. I cannot see how tacking on insensitively designed housing all looking the same to an existing village with character will enhance the village. The village does rely on tourism money but this will diminish as the character of the village is eroded. Finally, fourthly, to 'support better transport and digital connectivity': the public transport in Gullane is poor. There is a limited bus service and the rail service is inadequate in terms of number of carriages and frequency of service for the existing residents even before any new residents are taken into account.

Paragraph 270 of the Scottish Planning Policy also states that the 'planning system should support patterns of development which optimise the use of existing infrastructure; reduce the need for travel; provide safe and convenient opportunities for walking and cycling and facilitate travel by public transport'. The existing sewage infrastructure is already inadequate and the school and medical facilities are already at capacity. The need for travel is increased rather than reduced as employment will be outwith the area. The narrow lanes surrounding the proposed developments are going to be swamped by cars which will endanger the walkers, cyclists, horse riders which currently use them. They are dangerous roads already with poor sightlines and will become even more dangerous.

Paragraph 287 states that planning permission should not be granted for significant travel generated uses at locations which would increase reliance on a car. The only way that new residents will be able to get to rail stations is by car and so this is a heavy reliance on cars. Furthermore, the Local Development Plan also states that 'if a development generates a significant amount of traffic due to private car use, with no means of sustainable transport options, planning for the application should not be supported.

CALA believe they want to make the village look balanced so that the organic growth is on the north and south of the High Street. I would challenge them to find anyone in the village who is concerned about how the dispersal of housing in the village makes a difference. I believe most people are very much concerned more on the impact of a large number of new housing on the primary school and how the train stations can cope with extra commuters.

**SALTCOATS FIELD, GULLANE, PLANNING
APPLICATION REFERENCE: [16/00594/PPM](#)**

I strongly object to the development of Saltcoats Field, Gullane.

The Local Development Plan has not been decided yet so how can planning applications go through on 'preferred' sites before the Plan has been through its full Consultation Period. The process has not yet finished to confirm the sites. By building on these sites before the Plan has been completed, the developers are taking away the democracy

of completing the plan. This planning application is premature and its approval will prejudice the consultation process and outcome of the Local Development Plan. What is more, the building of these houses on greenfield land is irreversible and it is not an action that can be undone.

If new houses are to be built in Gullane, it should be on the brownfield site of the old Fire Station before anything else is considered to see how many houses that can provide before building on prime arable greenfield sites. This is line with the Scottish Planning Policy that brownfield sites should take precedence before greenfield development and remove the urgent requirement of the brownfield site of the Fire College being developed. If this brownfield site is not developed, it could deteriorate into a derelict eyesore like the Templar Lodge on the Main Street before it was finally, after many years, developed into St Andrews Court.

Such a large development of 150 houses on the greenfield site of Saltcoats Field will affect the amenity value of the village by building to excess and will start eroding at the values of village life which is an attractive reason for people to move to the village – but not if there are too many houses to start making it like a small town rather than a village. There would be an over-development of the village on a scale which is out of proportion with the village size. Indeed, community facilities such as the village hall would not be able to cater for the increased size of population at community events. The building rate of the houses would be over such a long period that it would impact daily on the lives of the existing residents of Gullane. This would also affect tourism which is an important source of income to the village economy as who would want to visit a perpetual building site with roadworks etc on a continual basis? Also the cumulative affect of the building works, the visual appearance of 'identikit' houses on the edge of the village and the increased lack of parking would ruin the amenity of Gullane Conservation Area.

CALA believes that the village has an ageing population however the figures provided in their March 2016 public consultation did not provide historical figures and so a trend could not be identified. They did however show figures provided by East Lothian Council to show the primary school population was peaking in 2016 and reducing quite dramatically thereafter. However, the toddler group in Gullane has increased numbers dramatically over the last couple of years which indicates

that the school population is only going to increase over the next few years rather than go into decline. If the Council has these numbers incorrect as the villagers believe and who have experience of the village, then this has a fundamental impact on the provision of teaching space and quality at the primary school. The Council figures are out of context and are being quoted by the developers to justify inappropriate development.

The Parent Carer Council of Gullane Primary School understands that the amount of money that the developers are required to provide East Lothian Council with the aim of improving school facilities is based on the following formula of 0.336 children 'generated' per house for primary school and 0.2 children per house for secondary school. However, CALA are wishing to provide Gullane with large houses specifically for families to address their perceived view of an ageing population. This therefore implies that there will be at least one child per house and as the houses are big, there will probably be more than one child per house and so the formula is grossly inadequate. This will be a gross disservice to the existing population of Gullane and any new families to the village.

CALA believe there are few 16-29 year olds in the village compared to the rest of the country however this age group is inherently more likely to move to cities for university and start of careers and then move back to rural villages to build families. This is certainly the case of Gullane, there are many families moving here on a constant basis. This is not a housing issue, it is the life cycle. CALA believe that there is a lack of opportunity and/or a lack of desire to continue to live in Gullane after leaving school and so therefore draining economic vitality of the village. However, this does not appear to be the case if you actually live in the village. Families either move out of Gullane or stay stuck in rented accommodation as there is housing available at a low price point or a high price point but no housing provision in the middle price point. This lack of mid price point is driving the working age out of Gullane as they wish to buy their family homes at a price they can afford which are not available here.

The proposed development is unsustainable in many ways, including lack of parking spaces provided at Drem and Longniddry Rail Stations which is the most viable way for people to access their work in Edinburgh. The trains are already not stopping at peak times from Musselburgh towards Edinburgh and so increasing housing will always mean that the infrastructure will be overstretched even if carriages are increased in number. Abellio have recently

announced that they will not provide more carriages for the trains which seriously compromises the level of service they can provide to an increasing population who are primarily going to be rail commuters by default as the employment sources are in Edinburgh.

The proposed developments are away from the main car routes and so directing significant traffic down coastal roads that cannot be widened due to limits of sea and existing property. This will lead to road safety issues leading to more fatalities and accidents. It is unsustainable to have such a large housing development without any supporting employment sources so far from the train stations and having such poor provision of other public transport such as buses. New residents will therefore be relying on car transport by default, even to get to rail stations for onward travel, which will substantially increase emissions of carbon dioxide and other undesirable effects of increased car usage. As this proposed development is about a mile away from the village shops, the likelihood that errands to the shops will be undertaken by foot is low and will mean most errands to the shops will be by car. Again this is unsustainable and contrary to policy of trying to minimise car usage.

CALA believe they want to make the village look balanced so that the organic growth is on the north and south of the High Street. I would challenge them to find anyone in the village who is concerned about how the dispersal of housing in the village makes a difference. I believe most people are very much concerned more on the impact of a large number of new housing on the primary school and how the train stations can cope with extra commuters. The village shape is irrelevant to any argument.

The village shape is irrelevant to any argument.

From: [Balfour Blair](#)
To: [Local Development Plan](#)
Subject: Objections to proposed developments at Fire College, Saltcoats, Fenton Gait East and South.
Date: 23 October 2016 14:41:27

We strongly object to these four proposals as it is over development, especially on the greenfield sites.

The road network, especially the C111 could not cope with the amount of houses proposed.

The transport in general could not withstand these developments.

There is also the worry that if the greenfield sites get "the go ahead" will the contractors still want to proceed with the Fire College site or will it be left for years to become the eyesore that the Queens Hotel was for years?

If all sites are developed this will impact heavily on village life. The new Muirfield Home is causing enough impact with pavements closed to pedestrians and heavy lorries delivering to the site regularly parking on a pavement bordering the main road. That is only one site but it is causing problems!

Grace Blair

Balfour Blair.

From:
To: [Local Development Plan](#)
Subject: Application 16/00751/AMM - Barbachlaw Farm, Wallyford - Comments
Date: 23 October 2016 16:52:05

Dear Sir

I own and am resident

. I wish to make comments on the proposed development of the site as I strongly object to the proposed housing and greyhound stadium being built.

I am very concerned about the impact on my living environment, mainly due to the amount of noise generated from the proposed greyhound stadium, greatly reduced available natural light and loss of privacy.

I expect the noise to be very intrusive, even through closed windows, and due to the aspect of my house, it appears noise will be heard in all rooms of my house, from front, back and the side of the house as all windows will be affected. While I see there is a sound barrier outlined in the plans, it is not detailed exactly what this is and the aspect cuts across the field from west to east appearing to be designed to shelter only new proposed housing from noise and afford none to the existing houses.

no protection from noise from the proposed barrier as designed. Indeed the report on environmental noise from the stadium regard "affecting proposed housing development".

The sheer height of the sound barrier and the proposed trees gives my concern about greatly reduced natural light

The garden faces north west therefore receives light and any sunshine from later in the day and as it is not the sunniest of gardens any barriers to the light from the south will reduce daylight and sunshine. I fail to see how this cannot impact my standard of living, as we as a family spend a lot of time outdoors enjoying our garden the year round.

be intended for ball games and the noise from this will also be intrusive. I understand that children need to have safe and local play areas however there are already 3 play areas in the existing housing scheme right beside the new one, together with very large park in Wallyford, giving access to play areas.

I do not agree that Wallyford requires any more housing. There is a vast new housing scheme already in progress opposite Barbachlaw Farm stretching right around Wallyford to Strawberry Corner. In addition, new housing is being built at the east end of Wallyford. Yet more housing on a greenfield site is not necessary.

Lastly, traffic in Wallyford has increased at an alarming rate making it very difficult to either pull out in my car or cross the road and walking in the village is not pleasant due to traffic noise and fumes. Yet more traffic will be generated from new housing, not to mention the expected traffic from the greyhound stadium which will include coaches. I do not believe this has been considered in the plans at all and I object to any increased traffic very strongly.

where the now demolished Scarlett Park greyhound stadium was located. While I expect any proposed stadium to adhere to far higher standards than I ever witnessed in Scarlett Park, I speak from experience of living with a greyhound stadium on my doorstep for years. It is a wholly unpleasant industry with no regard to the dogs welfare, to the local residents property, cars or gardens. I have no desire to experience any of that again and wish for my very strong objections to the above plans to be considered.

Yours faithfully

Sharon Hadden

From: [Philip Rycroft](#)
To: [Local Development Plan](#)
Subject: Local development plan: proposal for development at land at Glebe Field to the south of Whitekirk (PROP OS5)
Date: 23 October 2016 17:09:40

Dear Sir/Madam

We would like to object to the above proposal.

The grounds for our objection are:

- Whitekirk is a conservation village, developed around the Church. The proposed site is some way from the Church and would be out of place. Any new cemetery should be located closer to the Church;
- the proposed land is a green field site and the proposed amenities for the site - car park and associated facilities - would be inappropriate as a visual intrusion in this part of the village;
- there has been no consultation with the community and questions remain to be answered about the need for such a large area of land for a cemetery for what is a small community.

Thank you for taking account of our views,

Yours faithfully,

Philip and Kate Rycroft

24 October 2016

RECORDED DELIVERY

Policy & Projects Development
Partnership & Services for Communities
East Lothian Council
John Muir House
Haddington
EH41 3HA

ldp@eastlothian.gov.uk

Dear Sirs

**East Lothian Council
Proposed Local Development Plan**

Although there are no specific proposals for Drem as were contained in the Main Issues Report, Drem does fall within the A1/Rail Corridor ("the East Coast SDA") where priority is given to locations for housing and employment.

For reasons stated previously, and in this respect I refer to:-

1. Letter of Objection dated 29 March 2002 relating to the then New Settlement Proposals which affected Drem; and
2. Letter of Objection dated 2 February 2015 to the proposals for Drem contained in the Main Issues Report

any future proposals affecting Drem and the surrounding area should be resisted. The terms of the two letters referred to above are incorporated in full herein.

Some further points arising from the proposed LDP:-

1. There is an aim to protect and enhance the areas high quality environment and special identity. Drem being a conservation village should be protected from further development.
2. There is reference to concentrating on development in the west of the area which must be correct given proximity to Edinburgh and employment therefore reducing travel time.
3. There is reference to the possibility of increasing rail capacity as far as Drem. One must question the expenditure on such a project to cater in effect for a twice a day occurrence namely morning and evening rush hour and overcrowding.
4. It is disingenuous to suggest that significant development at Drem is an opportunity for road re-alignment. What is required is effective speed limiting measures to curtail dangerous speeds seen in the village which have already led to numerous accidents. The plan states it is an ongoing commitment of the Council to introduce 20mph speed limits in residential areas. Drem is a residential area and such a speed limit would enhance the village and make crossing the road safer for villagers using the station, for school children waiting for the school bus and reduce the risk of accident.
5. The plan contains a general presumption against new housing in the countryside.
6. The low lying fields to the north of Drem are at risk of flooding. The plan indicates that development should be directed away from such areas.
7. Any wind turbine development on the coastal plain apart from individual small scale turbines serving farms or existing businesses is not appropriate.

As previously stated any proposals that may be brought forward affecting Drem fall down in terms of the conservation status of the area as well as access/infrastructure/landscape and habitat conservation. They would not respect the inherent character of the area and should be excluded from any consideration specifically consideration arising from the fact that Drem is in the East Coast SDA.

Yours faithfully

— Mr and Mrs H D I Smith

2 February 2015

RECORDED DELIVERY

Policy & Projects Development,
Partnerships and Services for Communities
East Lothian Council
John Muir House
Haddington
East Lothian
EH41 3HA

ldp@eastlothian.gov.uk

Dear Sirs

East Lothian Council – Main Issues Report

I write specifically with regard to the proposals affecting Drem as contained in the Main Issues Report ("MIR").

Firstly, however I attach a copy of a letter of objection dated 29 March 2002 relating to the then New Settlement Proposals which affected Drem. Much of what is stated in that letter is of relevance today.

One or two points arise from that letter:-

1. Public transport – there is now a very limited public bus service from Haddington to North Berwick via Drem.
2. The train service is already extremely busy particularly at commuting times and with new housing in North Berwick this will only get worse.

The terms of said letter of 19 March 2002 are incorporated in full herein.

Turing to the proposals in MIR:-

A Site Ref PM/NK/HSG094

4.2 ha land to rear of Drem

From the plan please note the following site constraints:-

1. The site is crossed by private sewerage pipes serving the Chesters/Drem Farmhouse connecting to the tank to the north of the area.
2. In the corner of the site there is an existing communal l.p.g storage tank serving the Chesters.

Other points:-

1. Accessibility – there is only pedestrian access through the village towards the station.
2. Physical infrastructure - there is no mains drainage. Any development would require major expenditure in this respect as more private drainage is I believe not favoured by SEPA.

7. Human Health. It states there will be opportunity to create new areas of open space. It is already open countryside and should be maintained as such namely quality grade agricultural land.
8. Climatic Factors. It is wrong to state that development will lead to "some" increase in car based journeys, the reality being that there would be a major increase.
9. Material Assets. It states development would capitalise on existing infrastructure. Apart from the station there is NONE to capitalise on.
10. Landscape. The MIR states that large scale development "may" represent significant landscape change. It goes without saying that it "would" not "may". It will destroy the setting of a conservation village.

Any further development should be concentrated at the west end of the county in closer proximity to Edinburgh where jobs are available thus avoiding the need to enhance the rail network and reducing car journey times.

With reference to comments above concerning Drem Station being full to capacity. This is evident in the morning when the existing car park is full by the time of the 8.04am train and cars are forced to park around the village green to the detriment of local residents and the eroding of the verge to the green. The speed of traffic through Drem is highly dangerous and further development would only make this worse.

There is currently limited broadband in the area as evidenced by the existing petition to enhance services for business users.

To recap any proposals affecting Drem fall down in terms of access/infrastructure/landscape and habitat conservation. They do not respect the inherent character of the area and should be excluded from any further consideration arising from the MIR.

Yours faithfully

Mr and Mrs H D I Smith

29 March 2002

Ian Glen Esq
Development Planning Officer
East Lothian Council
John Muir House
Court Street
Haddington
East Lothian EH41 3HA

Dear Sir

East Lothian Local Plan

Development Options – 2000-2015

We refer to the above and in particular the New Settlement proposals affecting Drem contained on page 45 of the Options Study and write to record our strong objection to its inclusion.

It is noted that the Study includes land to the north and south of the existing main east coast railway line but it is understood that revised proposals from the Developers, Glassedin Estates Limited concentrate on land to the south of the railway line at least for the time being with the cynical intention of avoiding, at least to initial public scrutiny, conservation land to the north of the railway line. However we suspect that their longer term plans still include the land to the north (as admitted in their initial proposals) with a possible linkage to the Fenton Barns land creating a vast urban sprawl in a rural landscape. What is therefore proposed in the longer term is in effect a new settlement of the size of Haddington but centred on an existing small hamlet which is an Outstanding Conservation Area with a number of listed buildings. Any proposals of the magnitude put forward would have a serious adverse impact on the appearance of the existing settlement and would be completely out of keeping with the setting of the existing buildings located as they are in a rural landscape.

With the above in mind we would refer to the draft Edinburgh and the Lothians Structure Plan.
This refers to:-

- (First) The attractive environment of Edinburgh and the Lothians will be retained and enhanced.
- (Second) One strategic aim being “the redevelopment of brownfield land in preference to greenfield land”
- (Third) New Development being “located so as to reduce the need to travel.....”
- (Fourth) The need to protect and enhance important landscape settings of settlements....”
- (Fifth) The need to “protect the natural environment from inappropriate or damaging developments”.

The proposals put forward fly in the face of all of this.

The plan refers to various Core Development Areas one such being the Main East Coast Railway Line where New Settlements might be sited but this is qualified by a number of areas of restraint. One particular area of restraint comprises – “villages and small settlements in rural East Lothian and Midlothian which are constrained by infrastructure, landscape, built heritage and other environmental objectives. These may include particular settlements within a Core Development Area”.

For the reasons stated above and that follow Drem and the surrounding land should be excluded from the East Coast Main Line Core Development Area and excluded altogether from the Development Options:-

1. Impact on appearance of an existing Conservation Village

This would be disastrous!! The Outstanding Conservation Area designation extends beyond the immediate village and includes the field between the village and the Muirton Farm Road. Notwithstanding the fact that the Developers have revised their proposals to refer in the main to the land to the south of the railway line, there are still proposals which affect the existing settlement to the north and as indicated above, the Developers must have an eye to future expansion to the north. The Developer's brief refers to little of the land to the south of the railway line being visible from the centre of Drem. That is misleading to say the least. The view from all approaches would be altered from that which exists to built up urban.

The commonly held view is that the proposals are completely out of scale with the existing village and instead consideration should be being given to a complete new build (eg Blindwells) to avoid any existing Settlement and unnecessary conflict.

2. General Environmental Impact

In addition to 1. above the proposals affect the setting of "Chesters" as a scheduled ancient monument, as well as 2 other scheduled monuments. The location of the new settlement would have an adverse impact given its proximity to Kilduff Hill which is an Area of Great Landscape Value particularly when viewed from the north but also from the eastern and western approaches to Drem.

Land to the north of Drem is prone to flooding after heavy rain. Surface Drainage from any new development channelled into the Peffer Burn can only serve to increase the risk of flooding to the north. There are also areas to the south similarly affected with in particular the road from Drem up past Newmains is badly affected by heavy rain plus field run off.

The Developers comment on the landscape and wildlife as being bland and devoid of wildlife respectively. The field upon which much of the proposed development would be sited is large but that is due to modern agricultural practice but is surrounded by carefully tended hedges – the farmer takes pride in their appearance and has planted new trees and

created a pond and wildlife habitat – there is a good deal of wildlife in the area ranging from a variety of birds to deer, hedgehogs, foxes and rabbits to name but a few.

3. Prime Quality Agricultural Land

The whole area comprises such land, which we presume will be Grade 1 or 2, which new development should avoid wherever possible. Almost all greenfield sites are restricted to Grade 4 land. This is a strong reason for removing completely this proposal from the Options Study.

4. Tourism

Placing a new settlement of the size proposed in this location would have an overall adverse impact on tourist visitor numbers to this whole area of East Lothian including the coastal strip from North Berwick round to Aberlady. It is the open countryside that visitors appreciate and not a new town.

The Developer refers to a possible new golf course to the South of the development but with Craighielaw at Aberlady being under subscribed and with the proposals at Archerfield it is difficult to see that such a new course would be sustainable and the inclusion of this land in any application for planning is only a ruse to pursue permission for additional housing at a later date. We note that Blindwells includes a proposed Golf Course as well!

5. Public Transport

There is no existing bus service through Drem.

We understand that one of the prime motivating factors in putting forward this land for a new settlement is the fact that it is centred on Drem which has an existing Station serving local commuter trains between Edinburgh and North Berwick. However to anyone who has travelled on the commuter trains it beggars belief to suggest that the railway services could cope with the number of houses proposed for the land to the south of the railway line, let alone the full proposal. Given the difficulties faced by commuters over a number of years it is hard to see the situation improving without major investment in a separate

commuter line distinct from the main inter-city line, modern rolling stock, additional trained staff, and improved and enlarged station facilities rather than simply a change in station location with new park and ride facilities as referred to by the Developers. It should be borne in mind that the existing station buildings are listed.

It would be absolutely essential that this major infrastructure improvement was put in place and made operational before any housing or other development was permitted. Having read about the latest traffic blue print from Wendy Alexander such improvement is extremely doubtful even in the long term.

Notwithstanding the railway it is self evident that a large number of new residents would use private cars for transport to work – there is already a heavy flow of traffic through Drem from the North Berwick direction at peak times.

6. Traffic Impact on Existing Road Network

Moving on from what is stated above regarding the rail traffic the existing local road network would be completely inadequate. The Developer's proposals refer to them funding road improvements consequential upon development. They have already hedged their bets on a by-pass by talking of a Drem by-pass but only if resources permit. We believe the extent to which the overall network would need to be upgraded would not be a cost which the Developers would be willing or indeed able to bear.

The principal access to and from the west to Edinburgh is along the B1377 to Longniddry and then to the Bankton Junction with the A1. This is already a very busy route and there would be significant increase in traffic with a consequent adverse impact all along this route particularly through Longniddry. Much of the route is already in a poor state of repair. A great deal of improvement would be required in Drem itself where there are 2 dangerous bends including one which makes access to the Station difficult. A Drem by-pass would assist the traffic flow from the North Berwick direction but it would not assist with the increased traffic travelling westwards. In any event such a by-pass would create an artificial boundary to contain further development to the north of Drem.

Traffic between the new settlement and the A1 at Haddington would increase significantly and existing routes would require complete upgrading. There is the existing road up past Newmains and through Athelstaneford another conservation village. The first section of this road is virtually single track. The road is unsuitable for long vehicles and the bridge over the railway line is passable by only one car at a time with 2 sharp bends giving minimum visibility and maximum problems with reversing. This bridge would need to be replaced with a two lane angled bridge to connect into the village. Even if the development to the south of the line is connected into the B1377 further along to the West on the south of the railway line, improved access across the railway line would still be needed. The Developers do not allow for this.

The other existing route to the A1 at Haddington would be along the Camptoun Road which is steep, narrow and with several dangerous bends and is again unsuitable for heavy traffic. The last section of this route joined by the traffic from the Athelstaneford direction would form the only way on to the A1 once the next stage of dualling has been completed.

Such major traffic impact outwith the immediate new settlement area would have an adverse impact upon a much wider area of countryside, as we believe that the complete road network to the west and south would need to be completely upgraded – ie there is at present anything but a "free flowing" "B" Class road network" to quote the Developers.

Siting a new settlement at this location would be contrary to the Development Plans where the policy is to concentrate housing development to the west of the County to minimise commuting traffic into Edinburgh.

7. Requirement for significant infrastructure improvements/expenditure

As referred to above there would need to be significant infrastructure investment in rail and road links.

In addition a complete mains drainage system would need to be provided. Existing houses in the area are served by individual private drainage systems at the present time.

Improvements to the water supply would be required as even with the existing small number of houses in the area water pressure is low.

There is no mains gas in the area.

The telephone connection in the area particularly the Athelstaneford Exchange is not up to modern standards and would need completely upgrading otherwise the Developers promise of "high speed telecommunications" is a pipe dream.

In addition there are no local community services eg Schools, Fire, Police, Medical, Social Service, shops etc and all these would require to be provided from scratch. Beyond a new school/schools who would provide the other services – not the Developers! Even if offered by the Developers they could not afford to put these in place before house building commenced. There is no guarantee that they would be provided at a later date. This would result in increased use of services in Haddington and North Berwick which could not cope.

Any proposal to the south of the railway line would require a new Primary School – would there be adverse consequences for the existing Primary School in Athelstaneford? Further if the proposals expanded to the north side of the railway line then a new secondary school would be required.

8. New Business

New businesses want good access to the road network of Central Scotland and this would not be provided at this location. The concept of people living and working in such a new settlement is unlikely to happen here and the vast majority of residents in any new settlement would work in Edinburgh with consequent impact on road and rail services. It is not felt that any business attracted to the area would have more than a minor effect on this.

9. Mix of Housing Types

As this proposal has been put forward by Planning Consultants on behalf of a private developer and private land owners it must be reasonable to assume that they will favour

building for owner occupiers to maximise their profits rather than making any (other than token) provision for social housing. Given the transport difficulties it is not felt that this location favours social housing in any event given the requirement for private transport.

Existing Experience

The example of the recent development of houses behind Drem does not bode well for any future development. The houses built do not match the character of the existing settlement, are very visible both from the north and west of Drem and have proved slow to sell.

10. Other Sites

As to other possible housing locations we would mention Blindwells. The Edinburgh and the Lothians Structure Plan favours communities being self sustainable so at least some businesses required within or close to the settlement. Drem is not attractive to industry/business because of its access problems highlighted above and any new settlement would be much better suited closer to areas identified as being favourable for business to the west of the County. Given its proximity to the A1 it is felt Blindwells would be an ideal area for a new settlement meeting most of the criteria unlike Drem.

It is also felt that the Fenton Barns proposals fall down for many of the same reasons as put forward above in respect of Drem principally in relation to the traffic implications of that site.

To recap Government policy is to generally restrict new house building in the open countryside and to focus new development in areas where it can best be accommodated in terms of:-

- access
- infrastructure
- landscape
- habitat conservation

We feel that the Drem proposals fall down on all these aspects for the reasons stated above. They do not respect the inherent character of the area, match local infrastructure capacity nor do they

make any attempt to re-use derelict and degraded land available elsewhere in East Lothian eg the Blindwells site. This proposal does not enhance the existing environment and should be excluded from any further consideration of Development Options within East Lothian.

We trust that the foregoing will be taken on board in your deliberations regarding the possible housing sites put forward in the Development Options Paper and finally for the time being for the Developers to state that their proposals will considerably enhance to the quality of life for the residents in Drem plainly shows that no initial consultation has taken place and ignores the very fact why people have chosen to live in the locality in the first place!

Yours faithfully

.....
H D I Smith

.....
Mrs M A Smith

From: [Dorothy Arthur](#)
To: [Local Development Plan](#)
Subject: Objections to the new Local Development Plan
Date: 24 October 2016 23:02:46

24 October 2016

To whom it may concern.

I request SALTCOATS (NK7) and FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) to be removed from the proposed LDP as sites for housing development.

My reasons are as follows –

--[if !supportLists]--> 1. <!--[endif]--> *Drainage*

According to Scottish water, the Gullane WWTW is at capacity. The development cannot proceed without this work being completed.

Scottish Water also state that there would have to be a pump system from Fenton Gait East to join the main line sewer. This site is very wet at the south aspect. The drainage would have to be taken through another field south as it cannot be taken through the existing development at Muirfield Steading. Cala seem to have taken most of their measurements during dry periods. Will ELC own flooding engineers do their own checks?

Scottish Water also state that in order to initiate a growth project, they need local developers to submit information that the development is supported by the local plan. If planning has been refused because of water and/or waste water issues they have to confirm this in writing. They also have to submit reasonable proposals in terms of annual build rate within the development.

The report from *Scottish Water* was dated 22 June'16. They are asking for a DIA (Drainage impact report). Has this been done yet? This is not found in the PM documents.

I live one of the houses on the other side of the road from the proposed development. My septic tank is co joined with our neighbours at the Old Farmhouse is in the Fenton Gait field. I do not wish to join the main line sewer. I have servitude rights which I wish to keep. The soak away from the septic tank travels 110 meters in to field and building on this site would damage this soak away.

--[if !supportLists]--> 2. <!--[endif]--> *Environment*

Due to the distance from the centre of the village there will be increased traffic. Drem station car park is at capacity so more people use cars other than public transport.

This will cause more CO2 emissions contrary to LDP guidelines.

FGE field has not been farmed for several years allowing a natural wild habitat to develop. The protected pink foot goose is a regular visitor in the Autumn. Deer, owls, bats are seen regularly in this area.

Brown field sites should always be developed before greenfield field sites. Development of the Old Fire Training School could provide 20% increase in the population of the village.

Green fields should be used for growing food for our increasing population.

--[if !supportLists]-->3. <!--[endif]--> *Traffic*

The proposed entrance to the development will invade my privacy. There is already a problem with traffic speeding out of the village. Several animals have been killed in this area and it is only a matter of time before a person or child gets killed.

The transport statement from Cala stated that the average speed east bound from the village at the proposed FGE development in a survey was 44mph. This a 30mph zone. Some motor cyclists exceed 70mph before leaving the 30 mph zone.

The West Fenton road is really a lane and in places is only 4 meters wide. This is a road used to access Drem Station and Muirfield Riding Therapy at Weston Fenton Farm. There is no footpath although is used by horse riders, walkers and cyclists. The road often floods in the winter. It will not be able to cope with an increase in population in the village.

The distance of the 4 proposed developments from the local shops will increase car journeys into the village and create even more parking problems.

LDP also states that –if a development generates a significant amount of traffic due to private car use, with no means of sustainable transport options, planning for the application should **not** be supported.

--[if !supportLists]-->4. <!--[endif]--> *Planning Policy*

The present plans for the greenfield sites seem to contradict the SPP.

From Appendix D - **Scottish Planning policy SPP**

Their vision is for the following four outcomes –

<!--[if !supportLists]-->1. <!--[endif]-->Support sustainable economic growth and regeneration of well designed sustainable places.

<!--[if !supportLists]-->2. <!--[endif]-->Low carbon place- reducing carbon emissions and adapting to climate change.

<!--[if !supportLists]-->3. <!--[endif]-->Protect & enhance our natural and cultural assets.

<!--[if !supportLists]-->4. <!--[endif]-->Support better transport and digital connectivity.

Paragraph 270 - states that the planning system should support patterns of development which

<!--[if !supportLists]-->1. <!--[endif]-->Optimise the use of existing infrastructure. **No**

<!--[if !supportLists]-->2. <!--[endif]-->Reduce the need for travel. **No**

<!--[if !supportLists]-->3. <!--[endif]-->Provide safe and convenient opportunities for walking and cycling and facilitate travel by public transport. **No.**

<!--[if !supportLists]-->4. <!--[endif]-->Enable integration of transport modes. **No**

Paragraph 271 – Development plans should take into account of traffic, patterns of travel and road safety. **No**

Paragraph 287 – Planning permission should **not** be granted for significant travel generated uses at locations which would increase reliance on a car and where –

<!--[if !supportLists]-->1. <!--[endif]-->Direct links to local facilities via walking or cycling networks are not available.

<!--[if !supportLists]-->2. <!--[endif]-->Access to local facilities via public transport methods would involve walking more than 400m.

<!--[if !supportLists]-->3. <!--[endif]-->Transport Assessment doesn't identify satisfactory ways of meeting sustainable transport requirements.

5. Cumulative effects

1200 houses have been scheduled for building in the N. Berwick Cluster. It is unreasonable to expect a village the size of Gullane to accept over 350 of these houses, over 25% of the entire quota. The building would result in an expansion of the village by over 33% in a short time.

There is not sufficient infrastructure in medical facilities, schooling, parking and road network. There will not be an increase in employment in the area which will result in the new residents leaving the village to travel to their place of work. There is insufficient space to park at the nearby train stations and not enough spaces on the trains.

6. Tourism

Gullane is a popular tourist town which will be greatly affected by the increased noise, pollution, overcrowding and will become a massive building site for years. This will affect local businesses and restaurants which rely on the visitors to the village. There is already more pollution on the beaches.

Thank you, Dorothy Arthur

October 21, 2016

**Policy & Projects Development
Partnerships & Services for Communities
East Lothian Council
John Muir House
Brewery Park
Haddington EH41 3HA**

Dear Sirs

Objection to Local Development Plan for Gullane



I write as a resident of Gullane since 1981 and wish to object to the scale of development included in the proposed Local Development Plan. In particular I request that the 'green field' housing developments proposed for SALTCOATS (NK7), FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) be removed from the proposed LDP.

My husband and I have already objected jointly to the planning applications lodged with the Environment Department of ELC by Cala Homes for Saltcoats and Fenton Gait East. Those letters should be on file but I enclose copies for your information. A planning application for Fenton Gait South would also be resisted for the reasons listed in my earlier correspondence. I would be disposed to support a planning application for development of the 'brownfield' site at the former Fire College. The impact of developing the Fire College site and building around 125 new houses would still be significant so far as changing the character of the village and putting pressure on local amenities are concerned but I feel the community would be prepared to accept it.

Building on all four sites would result in a degree of cumulative over-development that is unreasonable and cannot be justified. Increasing the size of the village by approximately 30% would stretch local amenities beyond breaking point. Schools, both primary in Gullane and secondary in North Berwick, would be swamped, as would medical and dental services within Gullane. The two additional classrooms proposed by ELC for the primary school in Gullane would not be adequate provision.

The roads surrounding the village would be over-crowded to the point of being dangerous and public transport links by road or rail are unlikely to be remotely adequate given the fact that the new arrivals would look to Edinburgh, and specifically West Edinburgh, for employment. Local employment opportunities are limited.

The cumulative effect of the proposed housing developments on the Gullane Conservation Area would be to ruin its amenity. The attractiveness of the village to visitors would be reduced given that road capacity and parking within Gullane are already barely adequate. The proposed housing sites are not within walking distance of the centre of the village but car drivers already find it difficult to park.

The scale of development envisaged by the proposed Local Development Plan would require an extended building period during which the entire village would be blighted and its attractiveness to visitors greatly reduced. Asking Gullane to accept 50% of the houses planned for the North Berwick Coastal Area cannot be justified in realistic terms.

I trust my objections will persuade you to think again.

Yours sincerely

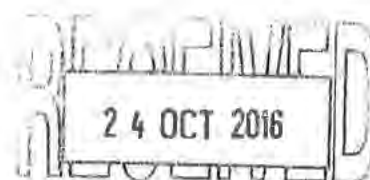
Elizabeth A Allan

October 21, 2016

**Policy & Projects Development
Partnerships & Services for Communities
East Lothian Council
John Muir House
Brewery Park
Haddington EH41 3HA**

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I trust my objections will persuade you to think again.

Yours sincerely

Alistair DW Allan

East Lothian Planning Department
John Muir House
Brewery Park
Haddington
East Lothian
EH41 3HA



PLANNING PERMISSION CONCERNS-NEW DEVELOPMENT MACMERRY

To whom it may concern.

We recently received notification of a proposal to build 150 new homes in the field adjacent to our home.

Part of the proposal is to open up the two cul de sac's within Chesterhall Avenue to allow access to the new estate.

We have a number of issues with this -

Safety of young children, a number of residents park their cars at the end of the cul de sac instead of on the street outside their homes as this provides a safer street environment for children with greater visibility for drivers.

One of the reasons we purchased our house was the builders reassurance that any future development would not be accessed from the cul de sac adjacent to our house. He stated that any future proposal would have its own separate access.

We also have concerns regarding the strip of land adjacent to our house that also runs the entire length of the west side of the estate. This area contains shrubs and trees and is owned by the occupants and is maintained by Greenbelt. We would object to any change to this area.

We would appreciate a written response regarding our concerns as well as any future updates on this proposal.

Yours Faithfully

Glenn and Avril Thomson

From: [Jean Waddell](#)
To: [Local Development Plan](#)
Subject: Proposed local development plan for representation
Date: 25 October 2016 14:30:44

Dear Sir.

We are writing to give our opinion on the proposed local plan for the village of Dirleton . We have no problem with an expansion of the village, in a controlled manner. This will be good for the village and its businesses, and as a village why should we be immune from the requirements re.housing for the county.

We would however take issue with the preferred site to the south of the village proposed by Cala. This site is obtrusive , ruins the view to and from the castle, has suburban house design not at all in keeping with the village, is for too many units and each one is too expensive. Not to mention the noise pollution these houses would suffer being in such proximity to the by pass, and safety issues and disruption to residents both during any works and with traffic thereafter.

We would lend our support to the alternative site to the south of Foreshot Terrace proposed by Muir homes. In our opinion this site is a far more sensible option. It is an infill site rather than an expansion, is for fewer houses, is screened almost entirely by mature trees. Access for building works and for subsequent traffic is far less invasive and dangerous, and the finished houses will not suffer from noise problems and will be a pleasant place to live.

I hope that you will take these views into consideration when you make your deliberations on the the future of our wonderful wee village.

Yours sincerely

Robert and Jean Waddell

From: [John Downie](#)
To: [Local Development Plan](#)
Subject: FW: Your consultation return code LDP/ Gullane
Date: 25 October 2016 15:07:03

Dear Sirs

I would like to object to the proposed housing developments in and around Gullane. In particular Salcoats (NK7), Fenton Gait East(NK8) and Fenton Gait South (NK9).

I believe these are not sustainable developments as there is neither the infrastructure or facilities to support them.

There is not the public transport available, particularly trains, which would result in a large increase in car usage. The rural roads in and around Gullane are not suitable for such an increase.

There would also be pressure on medical and school facilities.

Also the scale and duration of the development would cause significant disruption and have a negative impact on tourism and village life.

I trust you will take the above and many more objections into consideration and reject these proposals.

Regards

John Downie

From: .
To: [Local Development Plan](#)
Subject: OBJECTION TO EAST LOTHIAN LDP
Date: 25 October 2016 22:13:43

Sent: 25 October 2016 22:09
To: ldp@eastlothian.gov.uk
Subject: OBJECTION TO EAST LOTHIAN LDP

Dear Sir/Madam,

I am writing to request that the Saltcoats (NK7), Fenton Gait East (NK8), and Fenton gait south (NK9) development sites are removed from the proposed LDP as sites for housing development.

- I believe that the development of these sites would mean that The village of Gullane would be grossly over developed, the village cannot sustain these developments. The cumulative impact of all the sites on the road system would cause many problems, they would become far too busy and jammed with so many cars on the only inadequate main road accessing the village. The rural road C111 is grossly inadequate to cope with such an increase in traffic and would cause many road safety issue that really concern me, many pedestrians, joggers, dog walkers, cyclists and horse riders use these roads, and more cars driving round these small roads would cause many problems. Access to the LDP's is completely inadequate and no other option of access is available.
- The access to public transport is very inadequate for the increase in population, the trains are already extremely full, and the train station car parks all along the line are full everyday, where would all the new cars park?
- The facilities of Gullane are at the other end of the village so many would use cars to make simple errands and visits to use the amenities, which already is struggling with parking facilities, but the roads would be a constant stream of traffic, which is extremely dangerous in a village like Gullane.
- The impact on the school in Gullane would be massive and a detrimental effect on all the children who live here. People moving to Gullane are families with children, and the demand for places at the school would be increased, meaning there would no longer be enough room at the childrens local school
- The proposal of East Lothian council to provide two extra classroom, would not be adequate to cope with the demand from the cumulative effect of the LDP sites.
- The medical Facilities are already at maximum, and I cant see how they will cope with such an increase in population, and demands of new patients.
- The inclusion of the greenfield sites in the plan would compromise any delivery of development at the brownfield site, which is a prime site for development, with ready access, and does not affect any essential farming land, and recreational areas for the people of Gullane.

The idea of any development on these sites is unreasonable, the impact on tourism, and everyday life in the village would be worrying so I OBJECT to NK7, NK8 and NK9 being developed and so request that they be removed from the Local Development Plan.

Thankyou for you time,

Julia Low

From: [Alice MacKenzie](#)
To: [Local Development Plan](#)
Subject: proposed Dunbar station works
Date: 26 October 2016 09:14:52

Dear Sir/Madam

I am writing in respect of the recent “notification of publication of proposed local development plan” that we received.

We have strong opinions in regards to keeping the trees that are station side (opposite the existing platform) but run along the dividing wall between station land and the houses at Salisbury Walk. There must please be no change in the existing trees which offer privacy and sound protection not to mention create the aspect of the houses in this part of the street.

Yours faithfully
Ludo and Alice MacKenzie

From: [Ken Wright](#)
To: [Local Development Plan](#)
Subject: Objection to 4 housing proposals in Gullane.
Date: 26 October 2016 10:05:41

We wish to formally make our serious objections to the proposal for the housing schemes in Gullane. Saltcoats NK7; Fenton Gait NK8; Fenton Gait South NK9.

All of these combined with the proposed scheme for the now 2 year redundant Fire School site would provide a total overkill for the area.

Gullane does not have the capacity to cope with this scale of additional residences.

1. There are insufficient school places in the current situation so no way could we cope with this proposed scale of new properties.
2. The medical centre is already struggling and will be affected by an increase in the numbers of new people who would go onto the register.
3. The stations at Drem and Longniddry cannot possibly deal with the likely increase in passengers that would require access to Edinburgh and Glasgow. Already at the peak times the trains are often passing all stations after Longniddry because they are full to capacity.
4. The road network in and around Gullane is already restricted. Only a by pass would assist in this case.
5. The quantity of new housing at North Berwick is now putting more pressure onto the areas of Gullane and Dirleton. This too is overloading the rail and road capacity into and out of Edinburgh.
6. Gullane does NOT have sufficient retail shops to provide for this quantity of new residents.

Why are we not concentrating our efforts to progress the brownfield site of the old Fire School??? This is now becoming a serious eye sore and will soon become the same as the old Templars hotel which eventually became St Andrews Court after far too long a period. THIS SHOULD BE THE FIRST PRIORITY?

The inclusion of all these developments in the LDP is totally unbalanced and fully overestimates the capacity of Gullane to absorb it.

This is the basis of our major objections to this scale of development that would totally ruin the whole ambiance of this delightful coastal village.

Please stop this in the interests of the local community. We do NOT need it. We do NOT want it. It would ruin the life of the village.

Mr and Mrs Kenneth and Winifred Wright

BANKPARK RESIDENTS ASSOCIATION**Chairman: Mr. D.Gilmer****Secretary: Mr. M.Priestley****Treasurer: Mrs. C. Russell**

:

18 October 2016

Policy & Projects,
 East Lothian Council,
 John Muir House,
 Haddington,
 EH41 3HA.



Re: Proposal for Development at Bankpark Grove, Tranent (PROP TT5)

Dear Sir,

We wish to make representations regarding the above proposal.

1. In the information on the web site, the preferred access route is stated as "from Bankpark Grove via Bankpark Crescent on the western boundary of the site". There is also a reference to "public open space to the west".
 We wish to point out that the open space to the west of the site is not public. It is a private park which belongs communally to the 69 proprietors of Bankpark Grove/Crescent, all of whom contribute to its maintenance through the Bankpark Residents Association. The park is accessible to the general public and a permissive path crosses it. To gain access to the site from Bankpark Crescent would require any developer to purchase a portion of this park from the 69 owners, all of whom would need to agree to such a purchase.
2. A further 80 houses will almost double the traffic using the only access from Edinburgh Road via Bankpark Crescent. This junction is already under significant strain and at busy times it can be difficult to exit, especially turning right; a set of traffic lights would be needed. The extra traffic on Bankpark Grove would make this road very busy, and the junction with Bankpark Crescent at the proposed access point is narrow with poor visibility.

We believe that the proposed access route is impractical for the reasons stated, and suggest that the alternative route on the north side would be preferable.

Yours faithfully,

Policy & Projects Development
Partnerships & Services for Communities
East Lothian Council
John Muir House
Haddington
EH41 3HA

From:

Marcela Spence
Bamy Spence
Ava Spence
Isabe Spence

Date: as postmark

East Lothian: Proposed Local Development Plan

I am writing in response to proposed Local Development Plan and in particular the land that has been referenced as EGT1 (Former Cockenzie Power Station) in the plan.

The area shown on the map accompanying the Local Development Plan (inset Map 32) extends well beyond the site of the former Cockenzie Power Station. The majority of this land is currently designated in the East Lothian Local Plan 2008, as Countryside (DC1) or Public Open Space (C3). The land associated with power generation extends to the areas of land covered by the main power station building, transformer building, coal plant and the coal conveyor buildings. This is the site allocated in the adopted 2008 local plan and previous local plan as NRG1.

I consider this re-allocation of Countryside and Public Open Space to be incorrect and inappropriate.

The proposed changes are not a requirement of National Planning Framework 3 and appear to be seeking to extend the Power Station site beyond the current, clearly defined, boundaries. Policy EGT1 should be applied to the former Power Station site only and not to the surrounding land, which should retain its designation as Public Open Space and Countryside.

Development Locations (Spacial Strategy): The Preferred Approach of concentrating development in the west of the County risks removing much of the public and amenity land for the existing communities. The suggested concentration on large scale housing development is incompatible with the creation of a large potentially industrial site and port between Cockenzie and Prestonpans into the Forth. The likely form of any development at EGT1 that includes land that is currently countryside and open space around the footprint of Power Station would include energy related uses, manufacturing, servicing and potentially port related developments. These functions are not compatible with the dense residential strategy being proposed under the Plan or with the existing rural residential nature of the area.

Countryside and Open spaces: The proposed EGT1 would, if included in the Local Development Plan, remove much of the countryside and open space between these settlements, reducing amenity and dividing the existing settlements.

The site includes existing amenity land, a large portion of the Greenhills, public footpaths, cycle route 76, core paths, open countryside, part of the route of Scotland's 1st railway (Tranent to Cockenzie Waggonway) and a substantial part of the remaining undeveloped and core site of the Battle of Prestonpans.

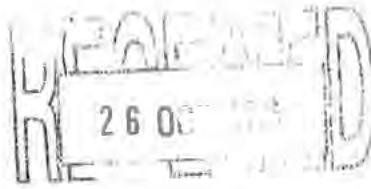
I oppose the proposal to re-allocate existing Public Open Space and Countryside as part of the site of the former Cockenzie Power Station. I support and propose appropriate mixed employment within the existing industrial footprint at the former power station site at Cockenzie, so long as it takes into consideration the residential areas adjacent to the site and the environment. This approach would be in accordance with the current National Plan.

My Comments:

For our health and wellbeing please don't take all this land. We desperately need a greenbelt area between Prestonpans + Cockenzie. We have been industrial for many many years. It someone elses turn now.

Signed: _____

Print: _____



23.10.16

Dear Sirs,

I am writing to object to the proposed Local Development Plan for Gullane. To develop all 4 sites i.e. NK6, NK7, NK8 + NK9, would result in over development of the village with a growth increase of about 30% and totally change the character of the village.

Gullane is in a less accessible location in regional terms than most other East Lothian towns and larger villages and is further from major centres of employment than many other East Lothian settlements. It is also less accessible via public transport than the six main towns + some of the villages further west. At present, there is an hourly train from Diem / North Berwick and a half hourly bus to Edinburgh. Trains and car parks at these stations are full of commuters by 8 a.m.

The C111 West Fenton Road is not all suitable for all the extra cars to gain access to NK7 Saltcoats.

It is far too narrow with no pavement apart from first 50 yards and at present is used by horse riders, cyclists and walkers.

The shops + main facilities are at the opposite end of the village. There will be an increase in car-based journeys with very limited car parking + an increase in greenhouse gas emissions.

The Primary School + Health Centre would not cope with the extra pupils + patients
The Fire Training School (NK 6) has been lying empty since March 2015 and as it is a brown field site, I feel strongly that this site should be developed before any green field sites (NK 7, NK 8 + NK 9) It is also a previously developed site and is within the present boundary of the village.

Scottish Planning Policy states that brownfield development should take precedence over greenfield development.

I do hope that the Planning Committee will recognise this fact and allow the Fire Training School site (NK 6) to be developed and remove Saltcoats (NK 7), Fenton Gait East (NK 8) and Fenton Gait South (NK 9) from the proposed Local Development Plan as sites for housing development.

Yours faithfully

RECEIVED 24th October 2016
26 OCT 2016

Dear Sir,

I am writing again to object to the threat of the over-development of new housing around Gullane and ask that Saltcoats and Fenton Gait East and South be removed from the proposed sites.

The development would over stretch the amenities and leisure and recreation facilities in this most attractive area that is enjoyed by tourists and people who come for recreation and who must bring in revenue to East Lothian.

The roads around Gullane are ill equipped to cope with more traffic. RDA cyclists and walkers must be

considered.

I support the use of the Brown field site in the Fire School surely it is the most obvious site

The green fields are good farming land, for feeding people not being covered over by concrete.

We are being over developed!

25th October 2016

Policy and Projects Development
Partnerships and Services for Communities
East Lothian Council

Dear Sir



Local Development Plan

I am writing to request the removal of SALCOATS (NK7), FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) from the proposed LDP as sites for housing development.

This would be an unreasonable scale of development with three sites concentrated at the east end of the village leading to a 30% growth in population.

The inclusion of ALL 4 sites (including the Fire School brownfield site) would mean Gullane contributing 50% of all new sites from the North Berwick coastal area.

With 2 of the sites exiting on to the C111 (West Fenton Road) there is the potential for injury to walkers and horse riders who use that road a lot. The road is not suitable for a potential of nearly 300 extra cars.

The facilities of Gullane are all at the west end of the village and it is likely that cars will be used from the proposed sites to reach the facilities.

The inclusion of the two major greenfield sites would compromise the development of the brownfield site. The developers will always choose a greenfield site as there is no costs of clearance on the brownfield site.

If all the developments were to be approved the whole nature of the village would change from leisure and recreation to commuter with negative impacts on the amenities and current residents of Gullane.

The only and logical development is the Fire School site.

Yours faithfully

Dr Roger G Smith

Policy & Projects Development

Partnerships & Services for Communities

East Lothian Council

John Muir House

EH1 2EW

Haddington

EH41 3HA



25 October 2016

Dear Sir/Madam

Proposed local development plan

I object to the inclusion of Saltcoats (NK7), Fenton Gait East (NK8) and Fenton Gait South (NK9) in the proposed LDP for the reasons I give below. I ask you to remove these three sites from the plan and cease to consider them as suitable for new housing development.

All three sites consist of prime agricultural land. However, the Main Issues Report states that the LDP should seek to 'prioritise the use of brownfield land over greenfield land'. There is such a brownfield site, a substantial one, in the shape of the old Fire Services Training College (FSTC). I believe that including the Saltcoats and Fenton Gait East sites in the LDP would compromise the implementation of the FSTC site.

Having three major sites grouped together in the same part of our village, precipitating a 30% jump in the local population, constitutes unreasonable over-development. How can this be sustainable when there is poor access to jobs and services, inadequate public transport links (especially in the case of Saltcoats)?

Our existing community amenities, including primary education and medical facilities and local shops, are not capable of coping with such a potentially huge leap in demand. In addition there would be an inevitable increase in road safety issues, eg congestion and parking, as a result of the movements of hundreds of extra vehicles.

Having all four of the potential Gullane developments in the LDP would lead to the village contributing half of all the new sites required for the North Berwick Coastal area. This is both grossly unfair and does not take into account the village's ability to support growth of this size, not to mention the damaging effect of many years of construction work on tourism.

All of these factors highlight the pressing need to halt any further action and carry out a full and proper assessment of how development on the scale envisaged would impact Gullane.

Finally I have enclosed for your information copies of my objections to the proposed developments at Saltcoats and East Fenton Gait.

Yours faithfully

 **John M M Todd**

COPY

Service Manager - Planning

East Lothian Council

John Muir House

Haddington

EH41 3HA

20 August 2016

Dear Sir/Madam

Planning application: 16/00594/PPM

Land at Saltcoats Field, Gullane, East Lothian

I object to the above application for a number of reasons as follows.

CALA Management Ltd have submitted their application although East Lothian Council (ELC) has not yet agreed the revised Local Development Plan (LDP). Therefore if the application is approved, this would inevitably prejudice the LDP.

Saltcoats Field is prime agricultural land which is needed in the production of food for our country. As the population grows and demand for food increases, it will become increasingly vital to protect this type of land from development.

Saltcoats Field is a greenfield site. However, the Main Issues Report states that the LDP should seek to 'prioritise the use of brownfield land over greenfield land'. It happens that a suitable brownfield alternative is available at the old Fire Service Training College and ELC should insist that this site is developed before any other large scale developments are considered in or around Gullane.

The Saltcoats development is unreasonably large for a settlement of Gullane's size and character and its location could not be further away from local amenities. This predictably would result in a substantial increase in traffic movements and congestion within the village, as well as road safety issues. The existing infrastructure, especially primary education, medical and community facilities, is not capable of supporting the additional load.

Public transport links from Gullane to Edinburgh, where undoubtedly the majority of new Saltcoats Field residents would be employed, are poor. The bus service takes an hour and there are no bus stops within an acceptable walking distance of the development. The nearest railway station, at Drem, is three miles away and already suffers from a serious lack of parking spaces.

The location of Saltcoats Field in relation to Drem means inevitably that dozens more cars will use the normally peaceful country lane to West Fenton as a shortcut to the station. This, combined with the movement of construction traffic and subsequent need to instal street

lighting and pavements and widen the road, will destroy the character of this tranquil byway, currently used by many walkers, cyclists, horseriders and runners.

Finally, CALA's own analysis shows that there are far fewer 16 - 29 year olds living in Gullane than the national average and that there is a lack of opportunity and/or lack of desire to remain in the village after leaving school. CALA seem to use this to justify their development proposal but they build predominantly large, expensive houses, not the 'affordable' smaller units needed by these potential first-time buyers.

I trust you will take the above points in account when considering the planning application.

Yours faithfully

John M M Todd

COPY

Service Manager - Planning

East Lothian Council

John Muir House

Haddington

EH41 3HA

3 September 2016

Dear Sir/Madam

Planning application: 16/00587/PPM

Land at Fenton Gait East, Gullane, East Lothian

I object to the above application on the following grounds.

CALA Management Ltd have submitted their application although East Lothian Council (ELC) has not yet agreed the revised Local Development Plan (LDP). Therefore if the application is approved, this would inevitably prejudice the LDP.

Fenton Gait East is prime agricultural land which is needed for the production of food for our country. As the population grows and demand for food increases, it will become increasingly vital to protect this type of land from development.

Fenton Gait East is a greenfield site. However, the Main Issues Report states that the LDP should seek to 'prioritise the use of brownfield land over greenfield land'. It happens that a suitable brownfield alternative is available nearby at the old Fire Service Training College and I firmly believe that ELC should insist that this brownfield site is developed before any other large scale developments are considered in or around Gullane.

The Fenton Gait East development is too big for a settlement of Gullane's size and character and its location is at the other end of the village from local shops. Common sense says that this would unquestionably generate many additional car journeys, leading to increased congestion and parking problems within the village, as well as creating road safety issues. The existing infrastructure, especially primary education provision and medical and community facilities, is not capable of supporting the additional demand. In turn I foresee that the effect of the development would be to make the village less attractive to tourists and holidaymakers, who are important to the village's economic viability.

This leads me to ask: where are the local jobs for the new residents of the Fenton Gait East development? Judging by the larger-sized, more expensive houses that Cala tends to build, the residents will undoubtedly be in higher-income employment in Edinburgh. How are they going to commute to Edinburgh? Gullane is certainly not a transport hub as public transport links are poor: the bus service takes over an hour and the nearest railway station, Drem, is three miles away and already suffers from a serious lack of parking spaces. Evening

peak time trains out from Edinburgh can be so overcrowded that many passengers are forced to stand for a large part of their journey.

Finally, CALA's own analysis shows that there are far fewer 16 - 29 year olds living in Gullane than the national average and that there is a lack of opportunity and/or lack of desire to remain in the village after leaving school. CALA seem to use this to justify their development proposal but they build predominantly large, expensive houses, not the 'affordable' smaller units needed by these potential first-time buyers.

I have no doubt you will take the above points in account when considering the planning application.

Yours faithfully

John M M Todd

October 25th 2016

Policy & Projects Development
Partnerships & Services for Communities
East Lothian Council



Dear Sir

Local Development Plan (LDP)

I am requesting that SALTCOATS (NK7), FENTON GAIT EAST (NK8) and FENTON GAIT SOUTH (NK9) are removed from the proposed Local Development Plan as sites for housing development.

The logical site for development is the brownfield site of the former Fire School.

Community facilities particularly the Village Hall could not meet the increased level of demand.

The cumulative effect on the Gullane Conservation Area would ruin its amenity and create road safety issues. As the main shops etc are at the west end of the village and the 4 proposed sites are at the east it is likely that cars will be used to get to the shops.

The West Fenton road (C111) is totally unsuitable if not dangerous for the additional cars that would be using it from the Saltcoats and Fenton Gait South developments. This road is used a lot by dog walkers, runners and horse riders from the Riding for the Disabled stables at West Fenton.

Access to public transport – particularly trains – is well below what would be required. Inevitably there would be increased car use. It is likely that the majority of the new houses will have 2 cars.

There is poor access to employment and services. If all 4 sites were to be developed Gullane would change from being a haven for leisure and recreation and become a commuter town.

The cumulative impact if all 4 sites were to be developed would be 344 houses with in excess of 550 extra cars, over 350 extra school children and 344 commuters.

Yours faithfully

Mrs Margaret S Smith