

**MAINS ESTATE RESIDENTS' ASSOCIATION (MERA)**

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Tel No 0785 1055200 (between 2.30 & 3.30 p.m. Mon to Fri. Outwith these hours emergency or urgent matters only please)

11 November 2013

Policy Team  
Development and Regeneration  
East Dunbartonshire Council  
Broomhill Industrial Estate  
Kilsyth Road  
Kirkintilloch  
Glasgow  
G66 1QF

Dear Sir/Madam

Local Development Plan Main Issues Report 2013 Comments to be taken into Consideration

Mains Estate Residents' Association would like to comment on some of the proposals contained within the Local Development Plan.

The Association would support Preferred Option 1 of using existing land identified as LDP61 Crossveggate, Milngavie and LDP107 18 Strathblane Road, Milngavie. It would also hope that every avenue is pursued in ensuring that every opportunity with the Kilmardinny development is used to provide affordable housing to meet EDC's requirement for affordable and sheltered housing.

However, it is the Association's understanding that LDP61 the Crossveggate site has already an agreement for sale on it and that it may well be that other parties will suggest alternative sites for mixed housing, as listed in Table 6 & Table 7 (pages 10 & 11 of Background Report 1 Addressing Housing Need and Demand in EDC). Should this be the case, the Association does not think these alternative sites suitable and wish the status of the lands maintained. Should the alternative options find themselves under consideration MERA would wish to comment further and have noted some points below:-

### Map LDP14 – Hunter Road

This area is Greenbelt and has Tree Preservation Orders. The landscape of the area would seem to make this expensive to build on. Furthermore Hunter Road has been upgraded and does this mean that this area would be dug up and disrupted taking into account that the new pavement is well used? If the area was developed would parking provision be made to accommodate parking spaces for the residents who park at the T-junction with Hunter Road and Castle mains Road? This issue would need addressing as traffic is heavy and this is a bus route. The area also has substantial trees, which help with the air quality on an already busy traffic area. However, overall this is a small site and other areas have a higher priority for preservation.

### Map LDP 16 – Craigton Woods

This site is Ancient Woodland and has several designations including TPOs, Wildlife Corridor, Local Nature Conservation Site, and Historic Garden and there is no habitat like it in the surrounding area. Taking into the account the huge commercial felling of trees proposed in nearby Baljaffray at Mains Plantation there would be considerable loss of habitat in the area and this will be the only area left to accommodate wildlife. Indeed, both areas are needed to provide mixed habitat. Part of the Core Path Network goes through the area, which is enjoyed by residents and those outwith the area as a space for recreation, which is important to the wellbeing of communities. This area was also identified to EDC Neighbourhood Strategy Officers as an area valued by the community during the Greenspace consultation earlier in the year. MERA do not consider this suitable and wish the status of the land maintained.

### LDP 17 Craigton Road

This site is situated where Clober Golf Course currently is and the Association feel, that should this be identified for development, our comments under LDP16 Craigton Woods and LDP 49 Tambowie Farm should strongly be taken into consideration.

### Map LDP 25 – North of Old Mains Farm

This site is, again existing greenbelt. In addition it is an important wildlife corridor together with historic garden. It is a valuable area for wildlife as there is a burn running through the area. Due to the history of water running through the area it is extremely wet and prone to flooding. The land is therefore effective in that it acts as a holding area for water run off. Taking into account the proposed huge area of commercial felling proposed further up Mains Plantation it is important that these areas remain for local wildlife and

biodiversity. Indeed, both areas are required to provide mixed habitat. It is also used as farmland and as East Dunbartonshire does not have a large farmland area particularly at this side of EDC area, such farmland should be preserved for future generations. In line with the Glasgow and Clyde Valley report it is essential that farmland is protected to meet the future need of communities being able to produce food nearby. Having an area like this also adds to the air quality beside what is already a large housing estate. If permission to build, as the next stage, was given it would increase the housing by 26% in the local area not taking into account other developments granted and proposed developments nearby. This greenspace also acts as a border between the two communities of Milngavie & Bearsden, and should the status change on this land, would in effect merge Milngavie & Bearsden. This was also an area highlighted during the Greenspace strategy consultation that was valued by the local community. The Core Path borders this area and is used by the entire Community and visitors. MERA do not consider this suitable and wish the status of the land maintained.

#### Map LDP 49 – Tambowie Farm

This area contains TPOs within existing greenbelt land. It is an important wildlife corridor and has been recognized as an area at risk from flood. Again the area is used as farmland and this will be required for future generations to meet the need to provide food locally. It also borders the A809, which is generally recognised as one of the loveliest drives in the country and is the gateway to the Campsies, Loch Lomond National Park together with the Highlands, Mugdock Country Park and the West Highland Way. It would be extremely undesirable for Milngavie to be spreading further North and would merge the Craigton Village with Milngavie. MERA do not consider this suitable and wish the status of the land maintained.

#### Map LDP 104 – Chestnut Lane North

This is an important wildlife corridor, greenbelt and historic area. It also has the Core Path walkway going through it, which is enjoyed by residents and those outwith the area for recreation and wellbeing. It is an old Right of Way, which should be maintained. This was also highlighted to Neighbourhood Services during the Greenspace Strategy review as an area valuable to the local community. MERA do not consider this suitable and wish the status of the land maintained, however other sites would have a higher priority.

## Map LDP 105 – Chestnut Lane South

This area is within existing greenbelt and is an important wildlife corridor and is used as farmland. Whilst this would not have too much impact should it be built upon it would need to be considered as part of the other locations in the area as it is used as farmland and provides habitat to wildlife and therefore if this was used the other areas would require to be preserved. MERA would state that the other areas have higher priority than this one but the status of the land should be maintained. However, it is also an entrance gateway to the area and consideration should be given to providing a welcome suitable for Milngavie, which is gateway to the West Highland Way World renowned walk. As the Fire Station field is to be developed soon, we would also suggest that enhancement of entrance to the Core Path would require to be part of any future plans for the area and would be essential as part of any planning agreement as it is accessed from the roundabout.

MERA would also like to make the following general comments:-

The Milngavie and Bearsden road network comes to gridlock at certain times of day. There is now little scope for improvement as there are really only two routes into or out of the area. They are A81 and A809. Getting folks onto bikes and public transport is not the immediate solution. Indeed, walking should be more of a priority, thus pavement improvements should be first and cycle lanes should be separate on the pavement or ideally alongside and not on the road. Hamilton has a system like this. Any new developments should of course incorporate good walking, cycling and public transport, however the car cannot be ignored and future developments should have adequate parking within the grounds of any properties and also have provision for parking for visitors. In some cases planning restrictions should be looked at in order that garages, driveways etc are preserved to facilitate adequate parking. Castlemains Road could not cope with any increased traffic and particularly the junction with Hunter Road is already a problem, which cannot currently be resolved. Traffic needs to be kept flowing on our already overcrowded routes.

Future planning permission should contain conditions to make sure that adequate storage is provided for the 5/6 recycling bins that households currently have to use. Particular attention should be paid to flatted properties in this regard.

MERA totally oppose any fracking applications and would hope EDC would support this stance.

MERA strongly support a Rail Halt at the Allander Sports Centre and feel that more than 150 spaces should be allocated for this. Milngavie has to provide

long stay parking for visitors and tourists, which include those walking the West Highland Way. Milngavie also has to provide commuter parking for residents in other Local Authority areas and this issue needs to be addressed as biking and walking will not apply.

MERA support the enhancement and the importance of the value of the local reservoirs for residents and visitors alike.

MERA also recognises the value of the River Allander and this should be protected and enhanced where possible, together with Milngavie Train Station.

MERA also value all the greenspaces and our surrounding area should have good air quality. Aircraft noise is also a consideration together with flooding which is also on the increase. The Environmental Report contained within this MIR has some very valid points with which the Association would concur.

The Association would be grateful if our views could be reflected in the Local Development Plan and, should the alternative options for housing be under consideration, we would wish the opportunity to comment further on them. We would be grateful meantime if you could acknowledge this communication.

MERA would take the opportunity to thank you for the meetings, which were held recently and for this extended opportunity to comment.

Your sincerely

R Hooper (Mrs)  
Secretary  
MERA