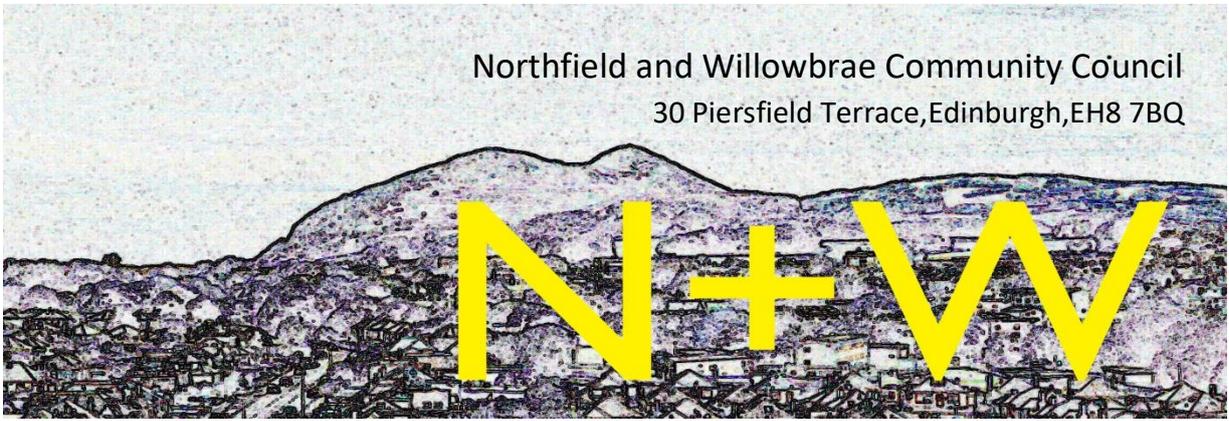


Northfield and Willowbrae Community Council

30 Piersfield Terrace, Edinburgh, EH8 7BQ



Head of Planning and Building Standards,
Services for Communities,
Waverley Court,
4 East Market Street,
EDINBURGH
EH8 8BG

1 November 2019

Dear Sir

19/04557/AMC 151 LONDON ROAD EDINBURGH EH7 6AE

1. The Northfield & Willowbrae Community Council objects to this application.
2. The Community Council was brought to a close on 30 September pending election of a new community council, which was appointed on 31 October, when it held its first meeting. On 1 October we were invited by the City Council, as a statutory consultee, to consider this application within 21 days which was not possible. Our normal procedure would have been to call for comments and, possibly, convene a public meeting to hear views first hand. However, some former community council members have, in the interregnum, looked at the papers and this submission draws on that work and has been approved by the new Community Council.
3. In general, given the planning permission in principle being in place, we have no detailed comments to offer. However, there is one matter of serious concern which is not addressed in the many documents which comprise the application.
4. The creation of a new, and only, access to the site from London Road is barely considered, compared to the substantial consideration given to pedestrians in the area. A new junction, inserted into an already constricted and congested area, close to a major controlled junction needs careful analysis. The Transport Statement shows that such analysis has been done for vehicles within the site, using the highly novel ramp arrangement. Refuse lorry drivers can be assured that their needs have been fully met with the site.
5. There seems to be no analysis of how the junction itself would operate, with two lines of traffic in almost constant motion in one direction or the other. Right turns would be very difficult to manage safely. Given that the plans propose replacing the two-stage pedestrian crossing with a single stage one, it is surprising that the opportunity is not taken

to make the road junction also controlled. Traffic entering or leaving the site could then do so safely and provide pedestrian crossing. The Local Development Plan appears not to cover this situation although Policy Des 7, in paragraph (c) has the right idea:

“(c) the layout will encourage walking and cycling, cater for the requirements of public transport if required and incorporate design features which will restrict traffic speeds to an appropriate level and minimise potential conflict between pedestrians, cyclists and motorised traffic”.

6. The issue of the access route is not addressed in the application. The site is currently accessed from Smokey Brae, jointly with Meadowbank House. While this is not ideal, the arrangement has worked for four decades or more and we would like to see some reasoning why this cannot continue.

7. We recognise that the ramp plan is fundamental to the whole strategy for the site and if this were not permitted substantial rethinking would be needed. The applicant has chosen to take on this site, but it cannot be right that the members of our community (including prospective occupants of the development) should be permanently placed in jeopardy by this quick and dangerous fix.

8. We ask the planning authority to bring this to the centre of its consideration.

Yours faithfully

A handwritten signature in black ink on a light-colored background. The signature is written in a cursive style and reads "Geoff Pearson".

Geoff Pearson
Secretary