

## Claims of support for the plans from developers

- Claiming community involvement but this has been limited and overall, the community is not supportive of the development
- Preplanning advice from planning officer Elaine Campbell at a meeting on the 18/11/19 indicated that there was little appetite from CEC to develop the site as currently unallocated and CEC has sufficient housing land supply. Developer claiming that there is a lack of effective 5 year housing land supply and this is why this needs to go ahead.
- Developers claiming minimal impact from development and their EIA concludes no significant environmental effects from development. This however doesn't take full account of the current developments as these are not fully developed. The decision by Scottish ministers' on 23<sup>rd</sup> July 2020 indicated that the development would have a significant impact on the environment hence an EIA required. Site is on green belt and there are already significant housing developments in the area.

## Schools

- No mention of impact on local schools and given these are large family houses and are likely to be occupied by young families with children who will attend local schools.
- The development will significantly increase the number of children attending both primary and secondary schools. This issue was flagged in the comments from the community and the developers response is that additional capacity can be through the use of modular classrooms at the school and to use the greenspace area in the development for sports etc, despite this being a significant distance from the primary school and highly impractical.

## Traffic assessment

- Traffic survey undertaken on a single day Tuesday 3<sup>rd</sup> March 2020
- Not taken account of narrow bridge on Ravelrig Road at the train line and the impact on traffic moving through this area especially with large construction vehicles.
- Only carried out at six junctions in the area and no further south than the junction with Bridge road. No monitoring of traffic around the school or in the centre of Balerno or the impact in the downstream communities of Currie and Juniper Green. Fail to take account of the fact that any issues on the A71 or M8 lead to an increase in traffic within the village and on the A70.
- Traffic assessment deems low sensitivity or impact from proposed development up to and down Lanark Road West (which is the proposed walking route to school) with claims that there is only some pedestrian activity.
- Expecting increases in traffic on both Ravelrig Road and Long Dalmahoy Road especially during development and construction and a lack of consideration has been given to the cyclists and horse riders that use these routes and the impact on their safety. This is not deemed to be an issue, despite these roads being barely wide enough for two cars let along large construction vehicles, and so not deemed to present an additional safety hazard. This is also part of a national cycle route at present and is currently being well used by cyclists and horse riders and several stables are located along Long Dalmahoy Road.
- Increase in HGV traffic on Ravelrig Road to LRW classed as low and estimates of at least 15 seconds between vehicles is sufficient for pedestrians to cross the road. In order to access the pavement to walk to school, to the centre of the village, bus stops etc. pedestrians from either Ravelrig Heights or the west side of the new development will need to cross the road and if supporting young children going to and from school/nursery or those with impairments this could be challenging.
- Claiming there will be minimal movement between the different sides of the development but likely children moving between areas to see friends, use play areas and for the community to access walking areas, allotments etc. Developers are claiming that pedestrian use to cross the road will be low and plan to include traffic islands on RR to help. This is a narrow road and not sure how this can be accommodated especially with HGVs etc during the development, but it is likely that this will be up to the council to provide rather than developers.
- By claiming pedestrian use will be low are they claiming that everyone will therefore drive which goes against the idea of more active travel.
- Pedestrian and cycle access will be through the construction of a new footway on east side of Ravelrig Road but space is limited and so part of the tree/vegetation lining the road will need to be removed to achieve this.
- Need to widen part of RR to bring it to residential standard and accommodate two way traffic, who will do this and when?

## Active travel

- Claiming transport links with two bus stops in walking distance, that will be quite a significant distance from the houses at the far western end of the estate
- Curriehill Station is a 30 min walk but this is on country roads with no pavement access or street lighting for pedestrians so not realistic.
- Claim sufficient public transport infrastructure and that there is a future possible link to the new Garden district by public transport but this is likely to be many years off – 7-10 years.
- Potential claims about the option of a Balerno train station are also unlikely to come off as the cost of constructing this would not be cost effective for the train operators and so not likely to ever happen.
- Developers highlight that development is within walking distance to school but many in the current and new developments in the area drive to school, and this has already significantly increased the traffic in the centre of Balerno and around the schools.
- Plan for a single parking space for each property as site can offer non car alternatives but given the location and size of properties unlikely that owners will only have a single vehicle. Non technical summary highlights 350 relatively large detached dwellings so highly unlikely that only one car and only one parking space provided.

## Environmental impact

- Claiming minimal traffic impact and therefore non significant impact in terms of pollution but increased traffic on both Ravelrig Road and also LRW will increase potential exposure to pollution for those using the preferred walking route to school.
- Developers claim a low risk of flooding but mitigation measures required for run off and fail to identify there were issues with properties in the Ravelrig Heights development being partially flooded following a heavy storm in June 2019.
- Cumulative assessment not taking account of new proposed development on A71 near Dalmahoy Hotel.
- Walkover survey done on 24/10/19 which is out with the normal period of April to Sept.
- Bats and badgers identified so further surveys required but the general take on this by the developers was that this wasn't an issue and could be mitigated against, e.g. the badgers will move somewhere else.