

151 Main Street  
Davidsons Mains  
Edinburgh  
EH4 5AQ

27 May 2020

Head of Planning,  
City of Edinburgh Council,  
Planning and Building Standards  
PLACE,  
Waverley Court,  
4 East Market Street,  
Edinburgh EH8 8BG

For the attention of Ms Francis Newton, Planning Officer.

Dear Ms Newton,

**Planning Reference 20/01410/PPP – Application for Planning Permission in Principle for Residential Development at 43 Main Street, Davidson's Mains, Edinburgh, EH4 5BZ.**

The Davidson's Mains and Silverknowes Association (DMSA) recognises the case for a residential housing development on the site of the former Cleland's Garage, and has no concerns about the inclusion of land to the rear of The Norhet as part of the development area. However, we have objections to the use of the rear car park at Tesco, and consider that the overall scale and density of the proposals constitute over development of the site.

We also have significant objections to the proposals for the cycle/pedestrian path along the north side of the development.

Our principle objections are as follows:

1. The development comprises four blocks of flats, three of which are four storeys, described as three storeys in the application, but which have a ground floor and three levels above. The top floor is described as a "developed roof " but has an apartment on that level. The scale, height, and mass of these blocks is completely alien to the village environment and particularly conflicts with the housing on the western section of Main Street where there are no other properties with a height of more than two storeys. The presence of the four story blocks would be overwhelming and dominating. There are particular concerns for the residents residing in the properties nearby and in the cul-de sac at The Green who will be directly over looked by three of the blocks and who would suffer a significant loss of privacy.

The DMSA is keen to preserve the ambience of the historic village and considers that the developer has completely failed to provide proposals which are in keeping with the local environment.

2. The plans for limited car parking spaces and a high provision of bike spaces on the site are consistent with the stated policy of encouraging active travel and the application recognises the advantage of the direct access from the site to the public footpath on the former railway line and the N1 cycle route east towards the city and west to Queensferry and beyond. Despite this recognition the proposals for developing the connections are both inadequate and unambitious.

The proposals include two 90 degree bends to divert cyclists round the development on a narrow path which extends along the north side of the development to Tesco's front car park. The path is not to the standard required to prevent conflict between the movement of pedestrians, wheel chair users, prams and buggies, and cyclists. The alignment should be re-drawn to obviate the likely congestion and conflict on the sharp bends and the path should be built to the required width for new cycle way construction.

The importance of the direct link to N1 should be recognised by a requirement to upgrade the existing pathway from the site to the N1 route at Silverknowes Road Bridge.

The longer term strategy should be to extend the N1 cycle route from Silverknowes Road Bridge along the former railway line to the existing crossing on Cramond Road South at the junction with Barnton Avenue. This would eliminate the present on road sections on Silverknowes Drive and Terrace and the narrow path between Silverknowes Terrace and Cramond Road South. The proposals for the cycle path around the development should be consistent with this objective.

3. The Association is concerned about the reduction in car parking provision at Tesco. The present site is used not only by shoppers at Tesco but also for customers at the adjacent Costa and Ye Olde Inn and other commercial outlets in the village. The available parking is used to a high proportion of its capacity at busy periods and the proposed significant reduction in the number of spaces is likely to lead to increased parking on streets in the vicinity with a consequential increase in the potential for traffic hazards and accidents.

4. The development backs on to the service delivery area for Tesco and there is a concern about noise nuisance to residents, particularly with these deliveries frequently being made at anti-social hours.

5. There are concerns about the obstructed line of vision eastwards along Main Street for drivers exiting from the site due to the presence of the bus stop and shelter situated outside The Norhet. The presence of the bus shelter does not appear to have been considered in the traffic assessment included with the submission.

6. The development will create pressures on local services, with the local Medical practice operating at capacity. The primary school has spare capacity following the building of an extension but despite the Royal High School having an official capacity of only 1200 students, the school role is 1268 in the current year and is forecast to rise to 1340 in 2021/2 and to 1600 by 2027. Recent press reports indicate it is the secondary school in the city which is most over capacity.

#### Additional Points of Consideration.

1 Should the development be approved the DMSA considers that a developer contribution should be made towards the upgrading of the cycle/pedestrian path from Silverknowes Road Bridge to the development site to provide a tarmac (or equivalent) surface to the required width. The existing path has a rough unmade stone surface but the spread is irregular and sections can become very muddy in wet weather.

2. The DMSA fully supports the recommendation from the Archaeology Officer from the City of Edinburgh Council that no demolition or development on the site should be permitted until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority. The Director of Culture, City of Edinburgh Council, has described the historic importance of the site and the DMSA has been contacted by a number of local archaeological and history groups who would be very concerned if the opportunity for an archaeological survey was not taken.

Please record this objection as being from the Davidson's Mains and Silverknowes Association.

Yours sincerely

Charlotte L. Cowe  
Secretary  
Davidson's Mains & Silverknowes Association.

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