

We provide our response below to certain key issues raised at the first event and following consultation with various consultees. These focus on transport/traffic matters and the masterplan proposals.

A number of other issues raised were either already covered by the material we presented at the first event, or will be addressed within supporting information which is currently being prepared for submission with the planning application. The scope of this supporting information has been informed by the feedback received and is described on a later board.

As with all planning applications, there will be an opportunity to comment on this supporting information (in the form of representations to the City of Edinburgh Council), once the application has been submitted.

In addition to the above responses to feedback, members of the project team are available at the event to answer any further questions.

TRANSPORTATION ISSUES

The transport responses received following the first event have been considered and will feed into the final Transport Assessment that will accompany the application. However, the following comments are made at this time:-

- An air quality assessment is being undertaken and no specific emergency access is proposed for the development as the development has an adequate number (three) of access points proposed.
- In relation to access junctions etc., sketches displayed opposite and on the next board show possible layouts for signal control at both Newcraighall Road access points and also at Milton Road. A further sketch shows how the junction at Gilbertstoun / Brunstane Road could be signalled and linked to the A1 lights. The detail of signal calculations will be worked through at detailed design stage. The assumption is that Brunstane Road would remain two-way. An alternative approach of reinstating the roundabout at Milton Link / A1 will be considered provided pedestrian priority can be maintained.
- The John Muir Way / Brunstane Burn path crosses the site to the north. A crossing point for this route over the development access road is required and the detail of this is to be determined.
- The possibility of taking access to the site closer to Eastfield Road has been examined and ruled out in relation to available ground and road geometry. In the existing residential area located to the north of Milton Road, it is possible that contributions may be required towards traffic calming measures (although there is no indication from existing vehicle surveys that 'short cutting' traffic is a current issue).
- The impact of surrounding (cumulative) developments has been accounted for in traffic calculations and these illustrate that the additional impact of New Brunstane is negligible. The final detailed calculations in relation to junction operation will be contained in the Transport Assessment and will include any requirements for additional yellow boxes / improvements to existing junctions / crossing points / bus stop locations etc.
- It is likely that the applicants will have to make a range of contributions associated with the development likely including some transport items and if - for example - there is a requirement to introduce waiting restrictions at - say - Brunstane station, then the applicant would need to contribute towards appropriate Traffic Regulation Orders. Such contributions can cover a range of items and these would be identified and costed as part of the application process.
- Surveys undertaken locally show that the peak time car based trip rates per house are as laid out in the table below:-

	Trip rate per house IN	Trip rate per house OUT	Total
AM	0.134	0.292	0.426
PM	0.280	0.173	0.453

- Converted to car traffic for up to 1300 dwellings, this translates to traffic generation as shown in the following table:-

	Trips IN	Trips OUT	Total
AM	174	380	554
PM	364	226	590

- Current data includes primary school peak time trips which - for the new development - will not 'externalise' on the road network once the new school is provided within the site. Furthermore, the trips will be diluted amongst three access points on two roads, diluting these traffic impacts further.

POTENTIAL EAST ACCESS FROM NEWCRAIGHALL ROAD



POTENTIAL ACCESS FROM MILTON ROAD EAST

