

# PA 22/02233/FUL - residential development, Inglis Green Rd

## Spokes response, 27.5.22

Spokes objects to this development on several grounds, but mainly on the failure of the proposals to include a pedestrian/cycle bridge over the adjacent Water of Leith.

A bridge at this location is safeguarded in the CEC local plan, and is widely supported in the whole community. For Spokes it's a 'no-brainer', since it would:

1. enable the new residents easy access to the Water of Leith Path, for walking and cycling and thus for access to many parts of the city;
2. enable the new residents (and existing Longstone residents) to access the Asda superstore directly on foot or by bike, rather than driving the long way round;
3. enable residents on the Chesser side to gain direct access to Sainsbury's supermarket on the Longstone side, again by foot or bike, rather than driving the long way round;
4. open up a safe school route for St Cuthbert's Primary pupils: quite a few live in Longstone and parents of these children would welcome the option to walk/cycle to school using a safe route;
5. be used by cyclists as an alternative to the canal Aqueduct; the towpath over the Aqueduct is narrow and cobbled, with no protection from the water; many cyclists are put off by this.

The developers (Smart) are thus missing a golden opportunity to please their new residents and the local community, and indeed the wider community. (If they wanted a bit of positive publicity at a very reasonable price, they could call it the Smart Bridge!)

Second, we object to the line the proposed route is currently shown as taking through the site - i.e. to the east of the site, behind a 5-storey building where it would not be overlooked. A *central* route through (and possibly onwards - or using the existing woodland to go east, so the bridge would be located between the Booker site and Sainsbury's) would provide extra natural surveillance for both the users of the route and for the people living in the development, and would raise awareness of the route's existence. (We suspect that when CEC captured this missing link in the LDP previously, it took a 'dog leg' because the Booker building was still there. They have a blank slate now, and the optimal route is straight through.) It would also be much safer for women, an important consideration in the design.

Third, we believe it is important, for new residential developments, for good travel habits to be established right from the start. The bridge should be in place and open before a single resident takes possession; this is why it is important that funding comes from the developer (and possibly others) and is included within the planning permission.

Fourth, the developers should include, within the travel information they supply to new residents, an emphasis on the opportunities the site offers for active travel to the local supermarkets, of which the bridge is a major component.

We earnestly hope that planning permission will not be granted unless the above points are accepted and incorporated in the plans.

Yours sincerely,

(name)

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