



Friends of Cammo Representations on City Plan 2030

1. We support the aim of directing development to brownfield not greenfield land. In particular, there should be no additional housing development on the green belt beyond Maybury Road. Further development in West Edinburgh should be limited to the area shown in red in Map 1 - Spatial Strategy. We agree that development in West Edinburgh (Place 16, page 71) should focus on the A8 and tram corridor, which is much better placed for transport links than any site north of Craigs Road (Cammo Meadows HSG20 in LDP 2016 or proposed West Craigs North).
2. The large amounts of housing shown on page 162 as proposed for H63 (Edinburgh 205, part of former IBG, 7000 units), H61 (Crosswinds, 2500 units) and H62 (near Edinburgh Gateway, 250 units) will generate demand for access to large areas of greenspace for recreation, with Cammo Local Nature Reserve being the closest. We support the plan in Map 24 (page 73) that the only access crossing the railway line should be for public transport and active travel (bikes and pedestrians), as any vehicle traffic would be likely to generate rat running past Cammo LNR and also encourage car travel to Cammo LNR that would overload the facilities.
3. These housing proposals south of the railway, taken together with the proposals (p 162) for housing at current industrial/commercial sites near Maybury at H59 (1000 units) and H60 (200 units), along with the current developments at Cammo Meadows (650 units) and West Craigs (1400 + 250 units), will generate a large demand for active travel. We recommend the development of more direct active travel routes to Cammo LNR than shown in the current plans, and other improvements to connections for active travel.
4. We support the proposed orbital bus route, in particular the section using Maybury Road to link the Gyle and West Edinburgh development via Barnton to the Waterfront Development. Maybury Road needs to be served by a frequent bus service. We note that Spatial Strategy Maps 1 and 2 are inconsistent on the route taken near Maybury junction, either would be acceptable.
5. We welcome the support for additional Park & Ride (Inf 12 on page 130), but there should be a clear recommendation for a Park & Ride serving the A90 corridor, served by regular buses.
6. We support the extension of the River Almond Walkway from Cramond Brig to Kirkliston, shown as a Strategic Active Travel Project (ATSR4 on page 166). Priority should be given to securing a route through the former Craigiehall army base.

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