

WLC REF: MIRQ0084

To whom it may concern,

Please find enclosed comments against a number of questions on the Main Issues Report. If you require further information, please don't hesitate to contact me.

Best regards,



Linlithgow

Question 29

29 Should the definition of Linlithgow as an 'area of restraint' be removed, and if so, how should the town be developed in the future? Should a sequential approach be applied to the release of land in and around Linlithgow to accommodate any new development?

While I support the provision of more affordable housing and employment opportunities in Linlithgow, I don't believe this document addresses the challenges that removing the 'area of restraint' definition would create. I would provide three specific examples.

1. The document states: "*Air Quality concerns could be addressed through the provision of new junctions on the M9 which would have the effect of diverting traffic off the High Street and onto the motorway network*". There is no evidence to back up this statement and research would clearly need to be undertaken as to how much High Street traffic is heading West along the High Street to access the motorway network and would therefore be diverted by a new motorway junction.

2. The document states: "*If existing consents for new parking provision are implemented, this could alleviate both traffic congestion in the High Street and car parking difficulties for commuters around the station*". Again, no evidence is provided and significant work would be required to prove this is the case. It is arguably more likely that extra car parking at the station would increase traffic flows in the town and along the High Street.

3. While secondary school capacity is addressed, there is no mention of additional primary school capacity being provided as a result of new housing development. The large scale housing proposals in the East of the town would lead to a significant increase in traffic drop offs at existing primary schools which is not addressed in this document.

For these reasons, I think it is premature to remove the area of restraint, despite the timescale proviso around a Winchburgh secondary school. The document clearly needs to target a significant mode shift from car traffic to walking and cycling for journeys of less than 3 miles within the town in order to meet wider council objectives. It should also highlight where a range of employment opportunities could be provided and how in-fill development could help provide more affordable housing.

Should the area of restraint be removed then a sequential approach is clearly essential and the Council must maximise developer gain from any development to fund community benefit and public services in the council area. I agree that land zones EOI-0129 (difficult site next to primary school), 0103 and 0165 (too far from town) should be not preferred.

Question 31

31 Should land continue to be safeguarded for west facing slip roads on the M9 at Junction 3, Linlithgow? If so, should new development be promoted in Linlithgow to ensure that funding for these can be secured?

West facing slip roads are not a top priority for the town. Development next to the motorway junction will be inaccessible by public transport and will encourage car commuting from within Linlithgow, West Lothian and central belt, having a detrimental impact on many council objectives.

Question 42

Do you agree with the 'Preferred' approach to promoting access to/from/within West Lothian? If not, why not?

No, the focus on improvements to the road network will not help improve access to employment for those without access to a car and will not achieve the required reductions in climate change emissions. I therefore support the alternative approach

Question 43

Do you agree that the council should continue to work towards the provision of a new rail station at Winchburgh?

Yes and development at Winchburgh should be constrained until this is achieved. The alternative is a significant increase in car commuting to Edinburgh and Glasgow which will have a knock on impact on congestion levels around these cities.