



Burghmuir A Development Framework Report

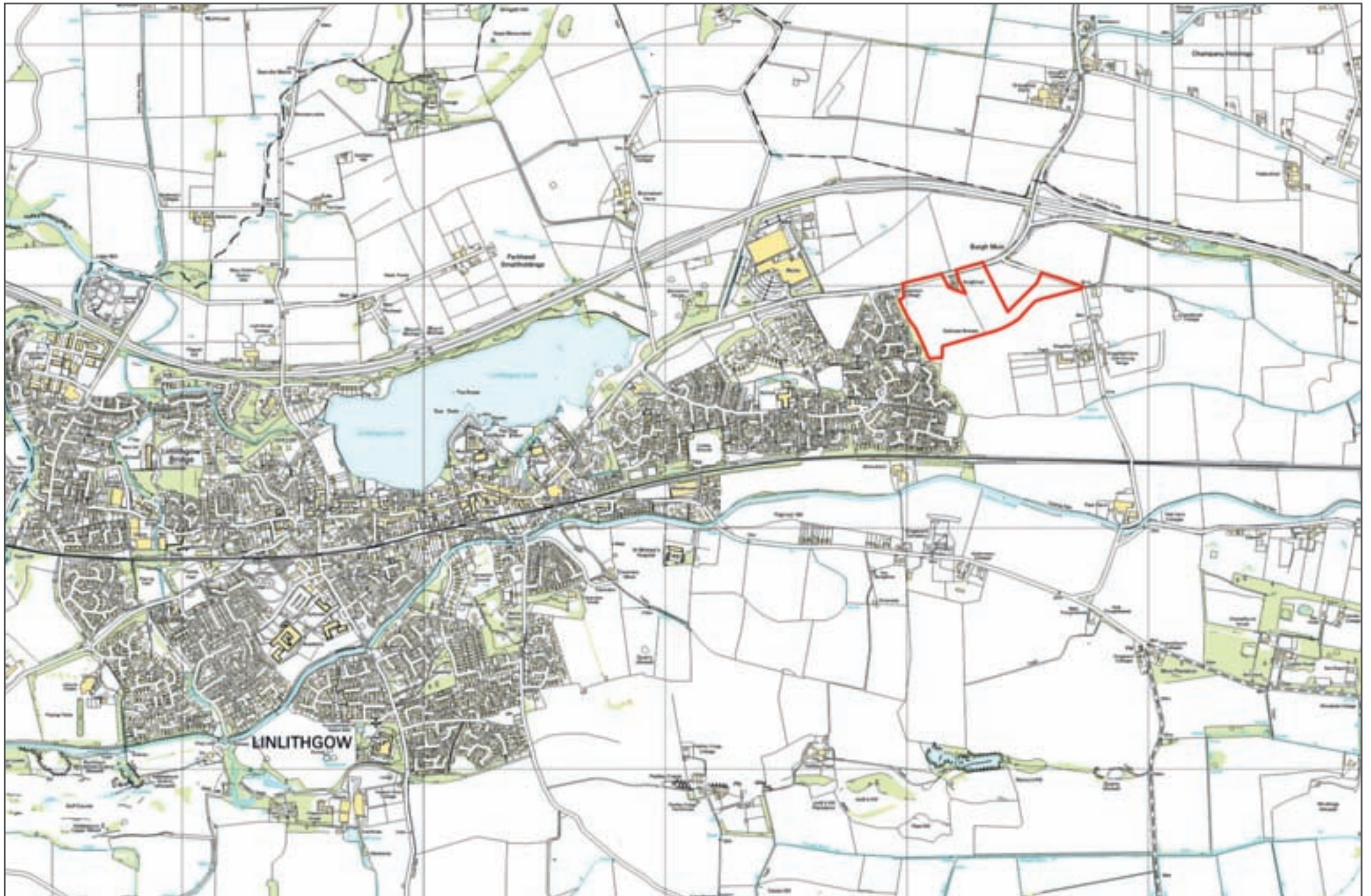
October 2014

Burghmuir A Development Framework Report



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Introduction

Wallace Land Investment & Management (Wallace Land) is promoting 48.3 hectares of land at Burghmuir, Linlithgow (EIO-0103).

This submission provides an update for the Council specifically relating to this part of Burghmuir known as Burghmuir A (12.6 hectares) for allocation in the Proposed Plan.

The proposal is for 200 homes including 30 affordable homes (15%).

This Development Framework Report is part of the Representations to the Main Issues Report (MIR) by Wallace Land.

Further Representations are made to the questions posed by the MIR including an *Assessment of the Housing Supply*. Burghmuir A is also supported by a *Statement of Site Effectiveness*.

These appraisals confirm that this proposal fully meets the Council's requirements to be allocated in the Proposed Plan.

The allocation of this site has significantly lower environmental impact on the town than the other Preferred Sites proposed by the Council south of the railway line. These Preferred Sites will add significantly to the traffic congestion in the High Street.

An *Assessment of the Housing Supply* has been prepared to assess the Preferred Strategy, set out in Main Issue 3. The Assessment confirms that the Council does not meet its housing land requirement in full. Consequently, if the development strategy in the MIR is adopted without modifications then it cannot deliver the requirements set by SESplan and Scottish Ministers.

The Council needs to give further consideration to more allocations for sustainable development to meet the housing land target set by SESplan.

The proposal also includes the provision of a greenspace framework, Sustainable Urban Drainage Systems (SUDS) and vehicular, pedestrian and cycle connections in accord with the Council's requirements and *Designing Streets* and *Designing Places* policy guidance.

This site is not identified as a Preferred Site in the MIR but is located within the only primary catchment area (Springfield Primary School) which can accommodate further development.

This Report sets out the case why the Council's development strategy for Linlithgow should be focussed on sites on the eastern edge of the town and why Burghmuir A should be allocated.

These reasons are summarised as follows:

- development at this location is sustainable, would all be within 1,600m (20 minute walk) of Linlithgow Rail Station;
- the new development will provide improvements along Blackness Road - significantly improving road safety;
- the site has the landscape capacity to accommodate this scale of development and avoid impacting on the setting of the town;
- the development of the site does not adversely impact on the character of the local area and settlement; and
- additional infrastructure capacity will be provided to accommodate the proposed scale of development without detriment to the existing community.

The site is immediately effective. It is recommended that this site is allocated in the Proposed Plan.

200 homes at Burghmuir A will be completed by 2019.



1. Vision

Vision

The vision for this site reflects the six qualities of successful places set out in *Designing Places*, which are:

- Distinctive
- Safe and Pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource Efficient

This Chapter provides an overview of the key components of the proposal to demonstrate the vision which Wallace Land has for the site.

Distinctive

Blackness Road is the major route into Linlithgow from the east and its tree-lined approach is distinctive. This greenspace approach will be retained and enhanced, providing a fitting welcome to Linlithgow from the east.

The proposal is setback from Blackness Road enabling this greenspace framework to be enhanced. Existing field trees and beech hedge will be retained where possible.

These existing landscape features will be substantially supplemented with new trees and other planting.

The site's topography allows southerly views to the surrounding countryside. Views and vistas will be formed in the proposed layout to take advantage of the sites location.

Safe and Pleasant

The movement around the proposal will be prioritised for the pedestrian. Shared surfaces will be provided where possible, and street design in accord with *Designing Streets* to slow traffic and provide interaction between housing and street.

The open space provided within the proposal is easily accessed and passively overlooked by adjacent buildings in accord with the principles set out in *Secured by Design*.

Ease to Move Around

A clear movement hierarchy is proposed which allows ease of movement through the proposal. Pedestrian movement will be prioritised over traffic.

Movement around the proposal is focussed on providing pedestrian and cycle access to the communal greenspaces, the wider green network and to the existing neighbouring urban areas.

All parts of the proposal have easy access to the bus services along Blackness Road.

Shared surfaces will be incorporated into the residential areas in accord with *Designing Streets*, prioritising pedestrian movement.

Welcoming

This proposal at Burghmuir A provides an opportunity to create a new and fitting welcome to Linlithgow.

The development is situated to the south of Blackness Road, the east route into the town centre. A new green corridor along Blackness Road will herald the arrival to the town.

The two access points into the new development from Blackness Road will provide vistas into the site.

All parts of the development will be in close proximity to quality open space, with possible pedestrian links to the countryside and the adjacent urban area.

The two new three arm ghost island priority junctions and pedestrian crossing over Blackness Road will reduce the speed of traffic into and out of the town.



Adaptable

The proposed movement hierarchy has defined areas for proposal whilst maximising permeability.

The land use proposed is compatible with its surrounding context and relate to a location close to the motorway and having access to the town centre.

The proposal has a strong greenspace framework, which provides a variety of different types of open space and habitats suitable for recreation, amenity and biodiversity. These open spaces can adapt to future requirements.

The proposal will comprise a range of dwelling types, tenures and sizes. These will meet the needs of a variety of different households and will be socially inclusive. It will also includes 30 affordable homes in accord with Council's requirements.

Such measures will help to ensure the long-term adaptability of the development.

Resource Efficient

Frequent bus services operate along Blackness Road. The site's location will reduce reliance on the car as a mode of transport. .

Additionally, shared surfaces will be incorporated to prioritise and encourage pedestrian movement within the development in accordance with *Designing Streets*.

Existing and additional structure planting will provide shelter from the prevailing wind. In particular, the established woodland edge to the west of the development provides shelter.

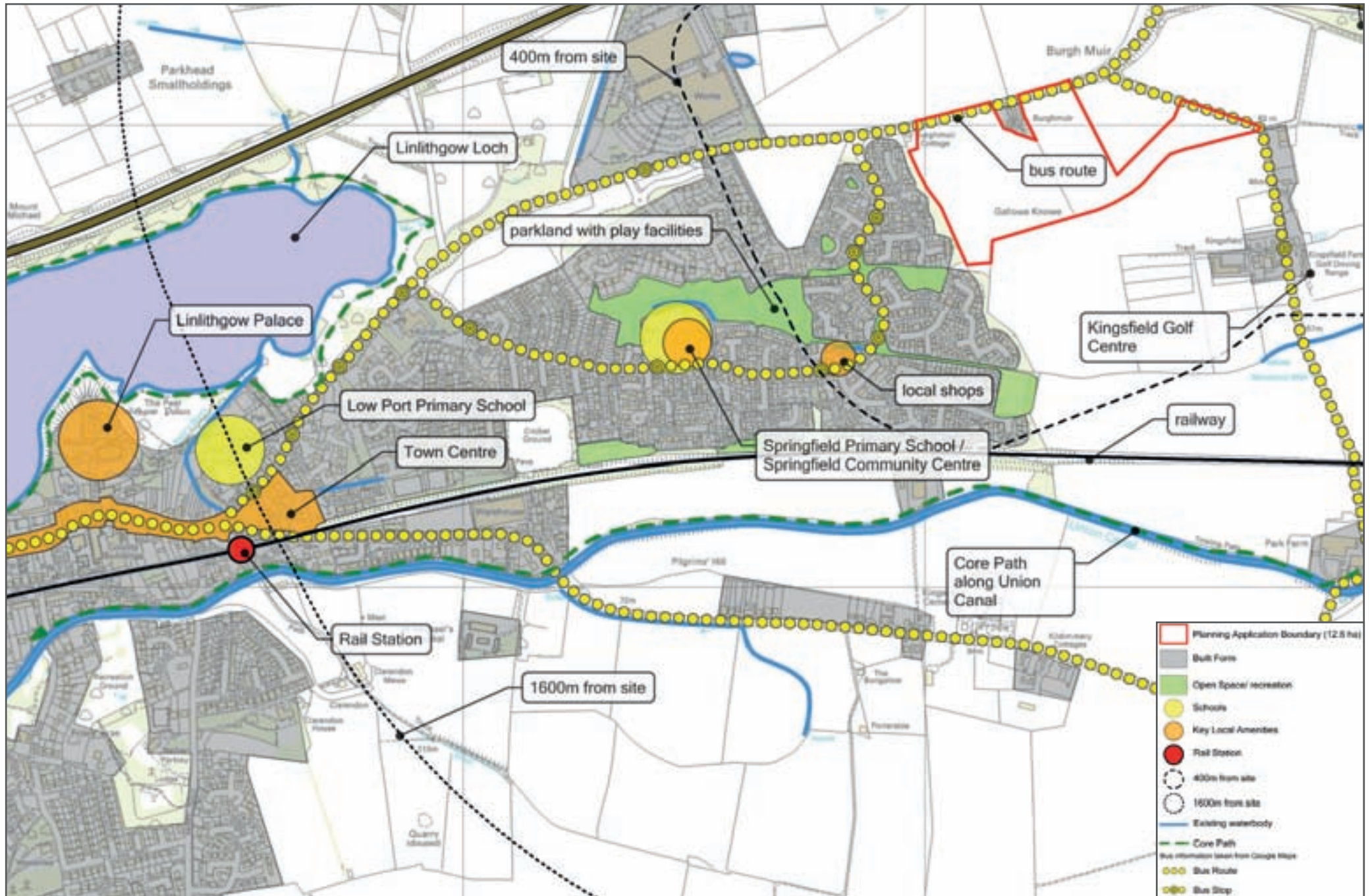
Homes have been orientated where possible to utilise solar gain.

A SUDS strategy is proposed for the site which will provide the required level of treatment of surface water prior to discharge to the surrounding watercourse network. This will be designed to also provide amenity and biodiversity benefits. A detention pond is proposed to maintain surface water discharges to greenfield levels.

As this proposal is the subject of a Planning Appeal, detailed applications can come forward on a phased basis. These applications will need to secure building warrants once the detail of the proposals are known.

As a minimum all properties will secure Bronze Active level and deliver enhanced energy standards to reduce emissions by 30 percent on 2007 standards and by 70 per cent compared to 1990.

The timing for the implementation of the proposed 2013 Building Standards is currently unclear with a consultation exercise ongoing. Any homes proposed following the implementation of updated building standards will meet the new standards.



2. Sustainability of Location

The sustainability of this location has been assessed with regard to:

- Connections to the surrounding area
- Accessibility to transport routes
- Accessibility to public transport
- Proximity to services and amenities

Connections to the surrounding area

The M9 motorway was built to the north of Linlithgow in 1968. Eastbound access was taken from Blackness Road to the north of the site.

This dramatically improved vehicular connections to Edinburgh and the Forth Road Bridge to the east.

As a result of the M9 link to Edinburgh, Blackness Road has become the principal route into the town from the east, replacing Edinburgh Road in the movement hierarchy.

Existing developments along Blackness Road are set within a strong greenspace framework. A key characteristic of the approach to the town is the greenspace corridor to the side of Blackness Road.

Accessibility to transport routes

The main access to the development is off Blackness Road, connecting to the M9 via the existing east bound slip road.

Movement around the development is focussed on providing pedestrian and cycle access to the wider green network and to the existing neighbouring urban areas and public transport links.

The proposal has easy access to the bus services along Blackness Road.

The proposal will have a linear park running along its entire southern boundary connecting to greenspaces in the Springfield neighbourhood.

Accessibility to public transport

The site has excellent public transport links to the town centre, and further afield, with bus services passing along Blackness Road. These services head into the town centre and the wider area.

Bus services operate along Blackness Road at a frequency of approximately 4-7 per hour in each direction during morning and evening peak periods. The whole site is well within 400 metres of these existing bus services along Blackness Road.

There are currently no bus stops along the stretch of the Blackness Road. New bus stops will be provided on Blackness Road to maximise connectivity to these bus services. Some of the existing bus services stop in the neighbouring Springfield suburb. These bus stops are within an easy walking distance of 400 metres from the western part of the site.

Linlithgow Rail Station is within 1,600m walking distance of the site.

Proximity to services and amenities

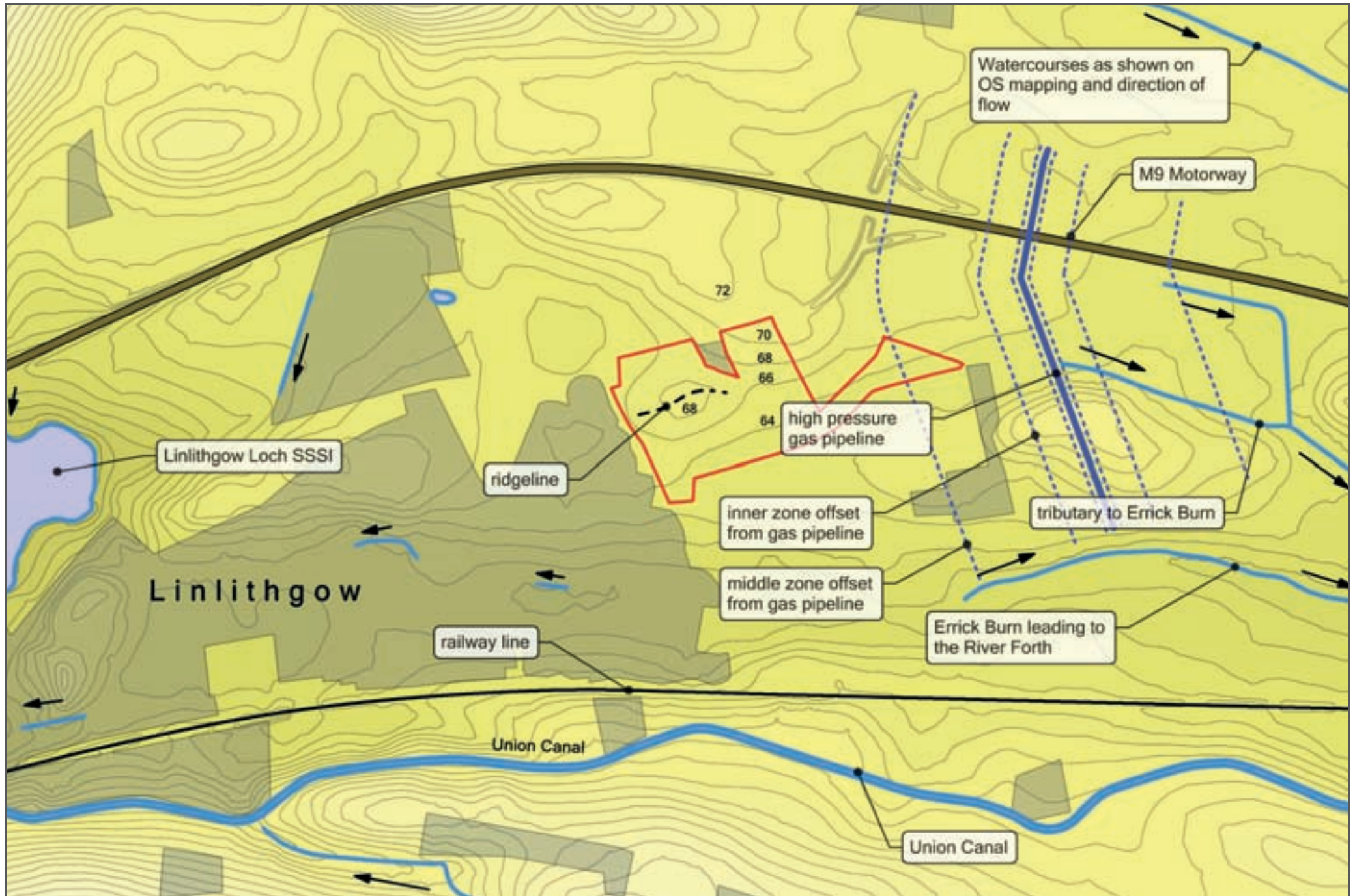
The site is within reasonable walking distance (1,600m) of many of the facilities in the town, including the town centre.

The High Street is vibrant and has a wide range of shops and services, together with visitor attractions, such as Linlithgow Palace, and high quality amenity spaces, such as Linlithgow Loch.

Springfield Primary School is an easy walk from the proposal, has existing capacity to accommodate further pupils and functions as the local community centre. This Primary School is within a parkland setting through which passes a remote footpath network. This parkland also incorporates equipped play areas within walking distance of the site.

The neighbouring Springfield suburb has a parade of local shops within 400m of the site.

Both the Primary School and the local shops are readily accessible from the site via a well established remote footpath network.



3. Site Appraisal

The site has been assessed with regard to the following aspects:

- Physical assets and characteristics
- Topography, Hydrology and Engineering
- Flooding
- Ecology
- Noise
- Air Quality
- Cultural Heritage
- Existing Greenspace

Physical assets and characteristics

This site is greenfield land and is used for arable agriculture. The site is prime quality agricultural land. All of the greenfield Preferred Sites selected by the Council in Linlithgow are on prime quality land.

It abuts the built up edge of Linlithgow on its western boundary and is situated to the south of Blackness Road which forms the northern boundary of the site. The site can be accessed from Blackness Road at two locations.

The site is adjacent to the existing neighbourhood of Springfield which is bounded by woodland where it meets the site boundary. This wooded edge retains the visual amenity currently experienced by existing residents and provides containment to this corner of the site.

The southern boundary is a field boundary, consisting of a hedge with several large hedgerow trees.

Burghmuir Cottage and the buildings of Burghmuir Farm are situated along the northern edge and are outwith the site boundary.

The eastern boundary of the site comprises of open farmland and the minor road which connects the A803 and the Kingsfield Golf Centre.

The existing mature trees on Blackness Road will be retained. The visual amenity experienced by existing users will be retained.

Topography, Hydrology and Engineering

The site generally slopes down from the northern to the southern boundary. There is a slight east-west in the western part of the site. This ridge line demarks the edge of the water catchment area for Linlithgow Loch SSSI.

The remainder of the site drains to Errick burn and its tributaries. Errick burn discharges in the River Forth roughly 3,000m away from the site to the northeast. This divide created by the ridge needs to be taken into consideration with regards to SUDS.

There are no burns on the site, and the nearest is a tributary to Errick Burn, roughly 200m to the east of the site watercourse.

A high pressure gas pipeline runs approximately north south adjacent to the east of the site. Discussions with HSE have confirmed the consultation zones within the eastern edge of the site.

Flooding

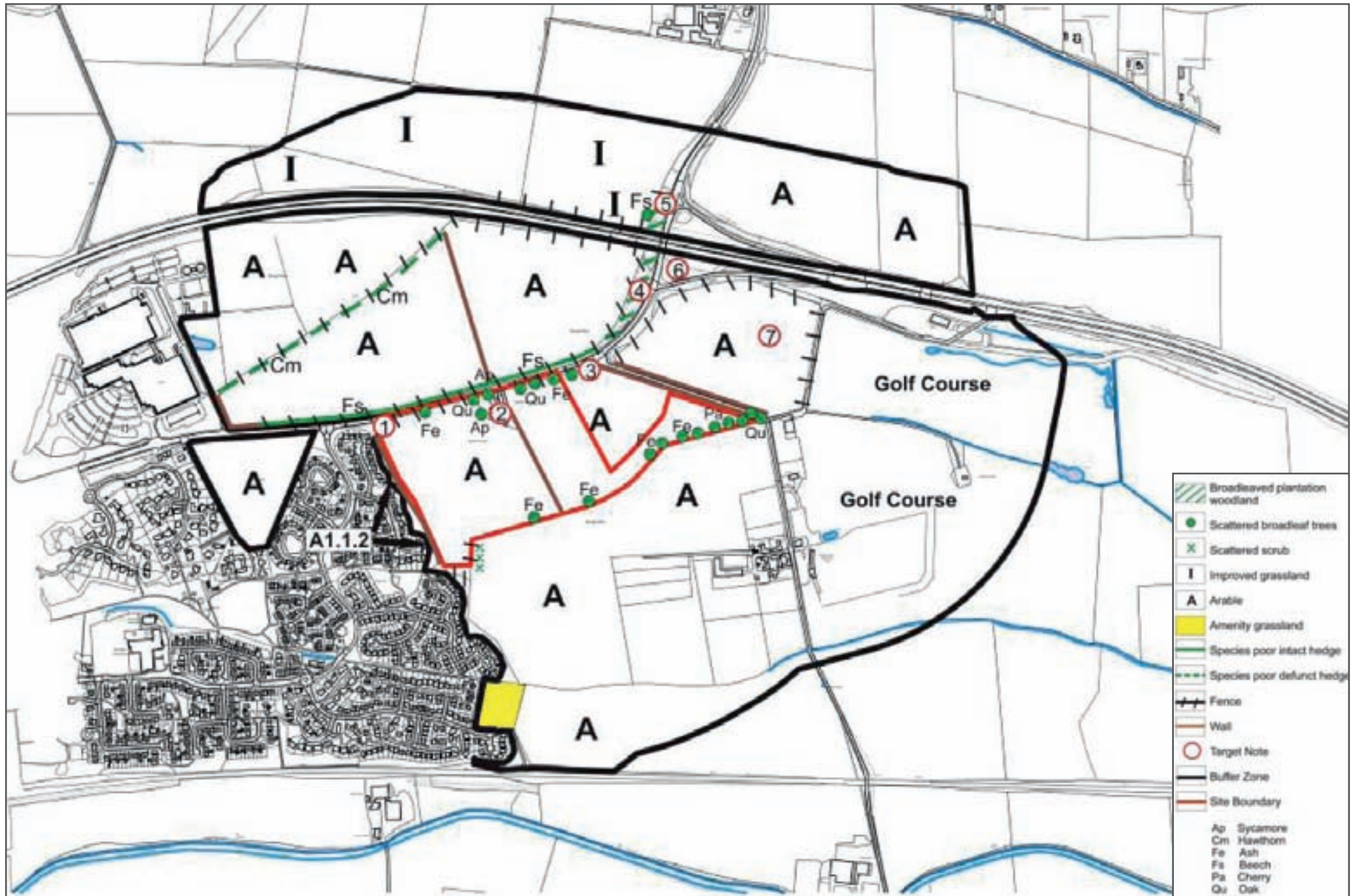
There are no watercourses on the site. SEPA's indicative flood mapping indicates that the site is not at risk of flooding from this watercourse.

A Flood Risk Assessment has been carried out for the site. No watercourses were observed within the site boundary, but a small unnamed stream originates near to the eastern boundary and flows east away from the site.

The main risk of flooding of the site appears to be from surface water runoff. No significant volumes of surface water runoff would be expected to enter the site from adjacent land.

The Council, SEPA and Scottish Water agree that surface water discharge from the proposal shall be to the Errick Burn.

The surface water will be attenuated to greenfield release and be capable of attenuating the 1:200 year flows in accordance with the Flood Risk Assessment and Council requirements



Ecology

An Ecological Assessment has been carried out for the site and the proposal. This Assessment confirms that overall the diversity and rarity of habitats on the site is not significant. The site has no statutory or non-statutory nature conservation designations.

Ecologically the site has limited merits, due to the intensive agricultural use of the land. The site's main ecological diversity and conservation interest is concentrated in the woodland element such as the existing mature trees, plantation strips and hedgerows.

Mature trees along Blackness Road provide opportunities for roosting bats and breeding birds and are an important resource.

There are no bat roosts located in the site itself, but there is a roost in the buildings of Burghmuir Farm Steading. Bats were also recorded around Burghmuir Cottage to the west of the site.

Several mature trees also have the potential for bat roosts, although no evidence of bats was found. The hedgerow and tree line along Blackness Road is a commuting and foraging route for bats.

There are nesting opportunities for birds available in plantation woodland strips, mature tree, hedgerows and shrubs, with a number of species recorded around the site.

The proposal includes a number of measures to improve biodiversity:

- strengthening the woodland edge and creating habitats with longer grasslands and developing scrub;
-
- introducing a SUDS pond habitat;
- using native species for planting and a species-rich grassland mix throughout;
- providing features such as bird and bat boxes, invertebrate niches, and other wildlife friendly features; and
- managing the site through the construction process by way of a Landscape and Habitat Management Plan.

These habitat mitigation and enhancement opportunities will improve the diversity of habitats and species for the site.

Noise

A Noise Assessment has been prepared for the proposal.

Road traffic noise levels have been predicted across the site using the Department of Transport approved method for the Calculation of Road Traffic Noise (CRTN) and detailed site topography.

The noise levels at receptors on Blackness Road are likely to reduce by ~ 3dB due to the planned extension of the 40mph speed limit further eastwards should this proposal be granted planning permission. This is considered to be a minor beneficial reduction in noise.

The Assessment demonstrates that predicted noise levels are unlikely to cause loss of amenity provided the mitigation measures are implemented.

Mitigation measures required include the provision of acoustic insulation and trickle vents on windows with a direct line of sight towards Blackness Road.



View southwest into the site from the A803 near minor road to Kingsfield Golf Course



Air Quality Receptor Locations (Linlithgow town centre)



Air Quality Receptor Locations (Blackness Road)

Air Quality

An Air Quality Impact Assessment (AQIA) has been carried out for the proposed development by The Airshed.

West Lothian Council has advised that the High Street and Blackness Road in Linlithgow town centre are within a proposed Local Air Quality Management Area (LAQMA).

The AQIA assesses air quality in the study area against traffic impacts arising from the development. The receptors used are highlighted in the plans opposite.

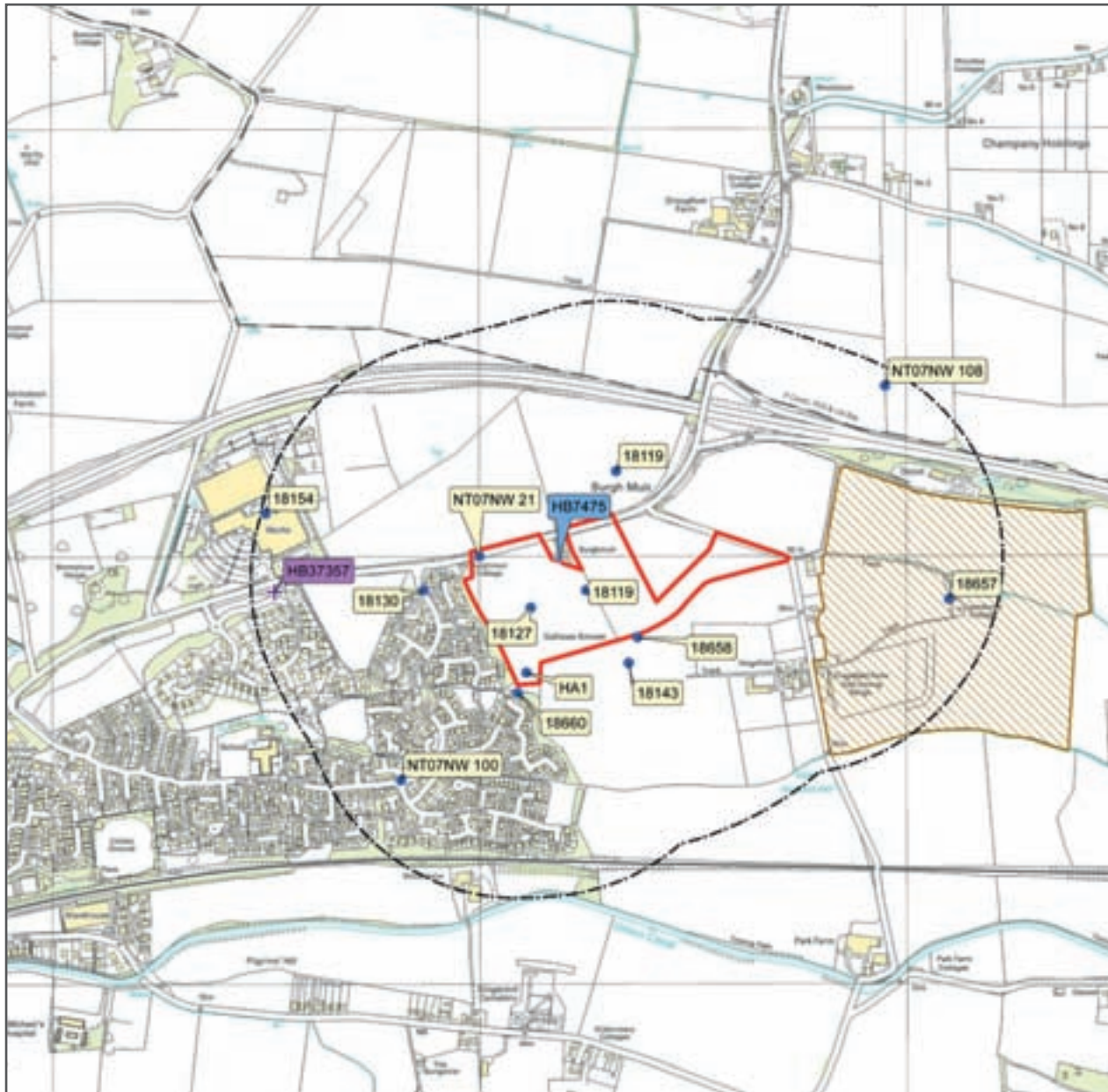
The predicted increase in air pollution as a consequence of the proposed scheme is negligible within the High Street.

The equivalent predicted increase within Blackness Road near the Regent Centre is considered to be small.

Overall, the predicted increase in air pollution is negligible within the town centre.

The Preferred Sites selected by the Council in the MIR will increase the level of traffic flows through the town centre. Locations in the east will have a lower impact on the town centre.

The Council's preferred development strategy will exacerbate air quality in the town centre.



Cultural Heritage

The potential impacts of the proposal upon both the physical fabric and setting of cultural heritage assets have been considered in an Archeological Assessment.

Recorded cultural heritage assets within the site are restricted to the site of a 19th century smallpox hospital (now demolished). Any buried remains of the buildings are considered to have little intrinsic value. They have no contextual or associative value and are considered to be of negligible sensitivity.

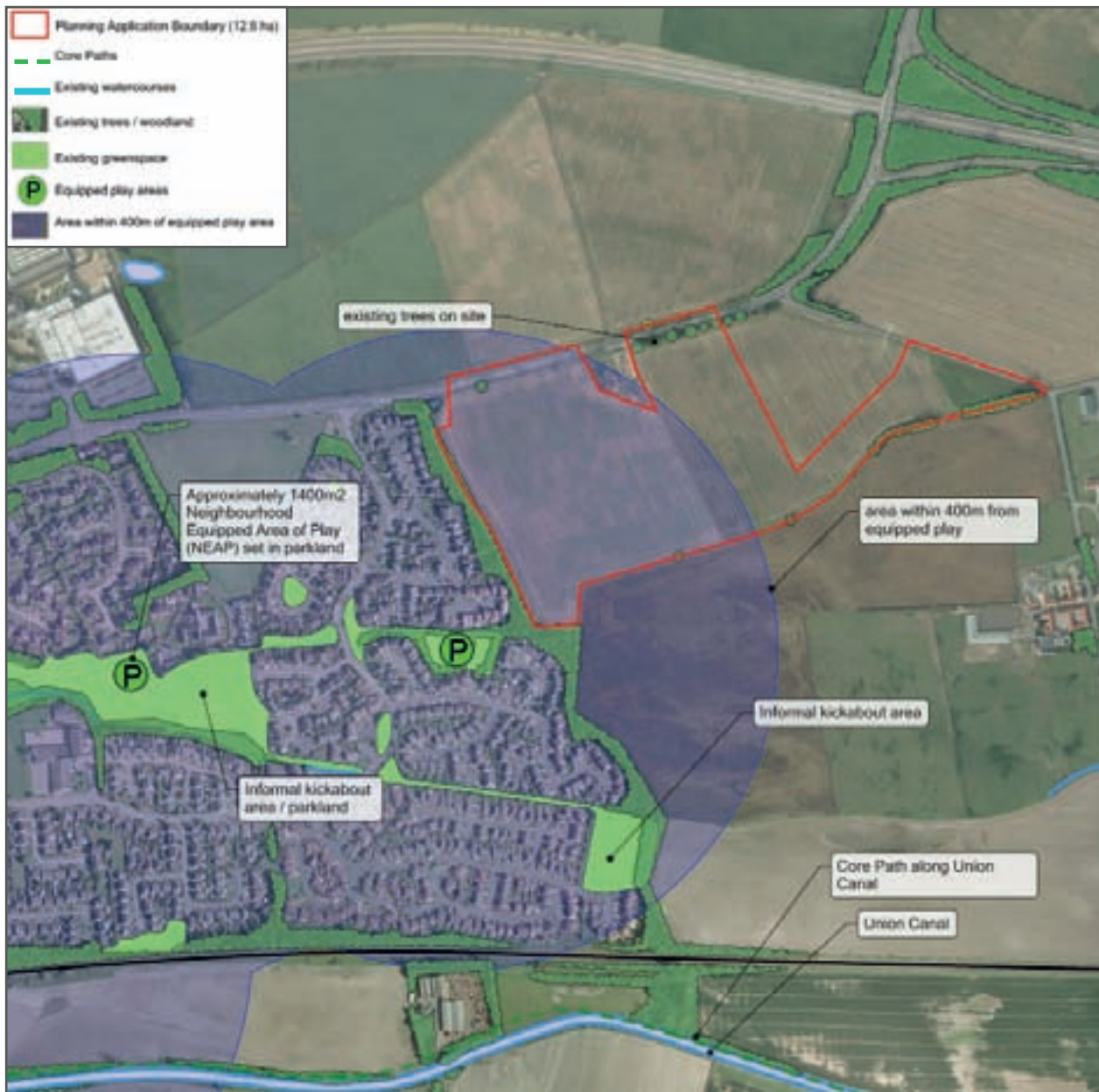
Although there may also be traces of the encampment of Edward I's army on the eve of the Battle of Falkirk, no associated finds were recovered during a metal-detecting survey commissioned as part of the Archeological Assessment. The encampment is considered to be an asset of low cultural significance.

Adjacent to the site is the C(S) listed Burghmuir Farm Steading. It is considered to be of local importance and therefore of low cultural significance.

Any potential impacts on any remaining undiscovered archaeological remains within the site, including any features relating to the Battle of Falkirk encampment site can be mitigated by a programme of intrusive archaeological works, subject to a Written Scheme of Investigation to be approved by WoSAS.

No significant impacts on the setting of cultural heritage are predicted.

- + Category B listed building
- + Category C(S) listed building
- Heritage asset
- 2007 evaluation
- Study area
- Site



Existing Greenspace

The site is predominantly arable farmland, with limited ecological value.

The edge of the site has greater value. A line of mature trees along the A803 forms a green approach towards the town from the east.

Linlithgow Civic Trust's Vision for Linlithgow identified a 'Green Wedge' along Blackness Road. The Civic Trust states... *This [green wedge] forms part of the strategy to preserve and enhance for all time the landscape setting of Linlithgow. Broad landscaped strips on either side of Blackness Road... are identified for this purpose.*

A further tree belt wraps along the eastern edge of Linlithgow, on the western edge of the site. This tree belt connects into a wider network of structure planting around the edge of Linlithgow, and along green links into neighbouring developments.

This tree belt forms an important green network and provides good habitat and biodiversity opportunities, as well as amenity.

A series of greenspaces are located within the Springfield 'green corridor' to the southwest of the site. This greenspace network consists of structure planting, a series of open spaces or parkland and equipped play areas of varying sizes, all linked by a footpath network. The greenspace network provides a potential connection point into the site.

Roughly 100 metres along this 'green corridor' from the edge of the site is a Local Equipped Area for Play (LEAP). This is within easy walking distance of the site.

The nearest Core Path to the site is along the Union Canal to the south of the railway line. This can be reached via the minor road leading south from the southeastern corner of the site, as it crosses over the railway.

Summary

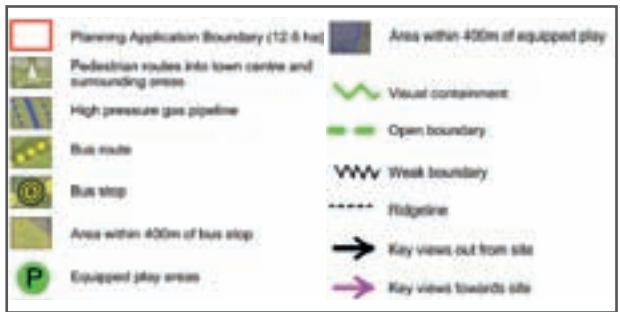
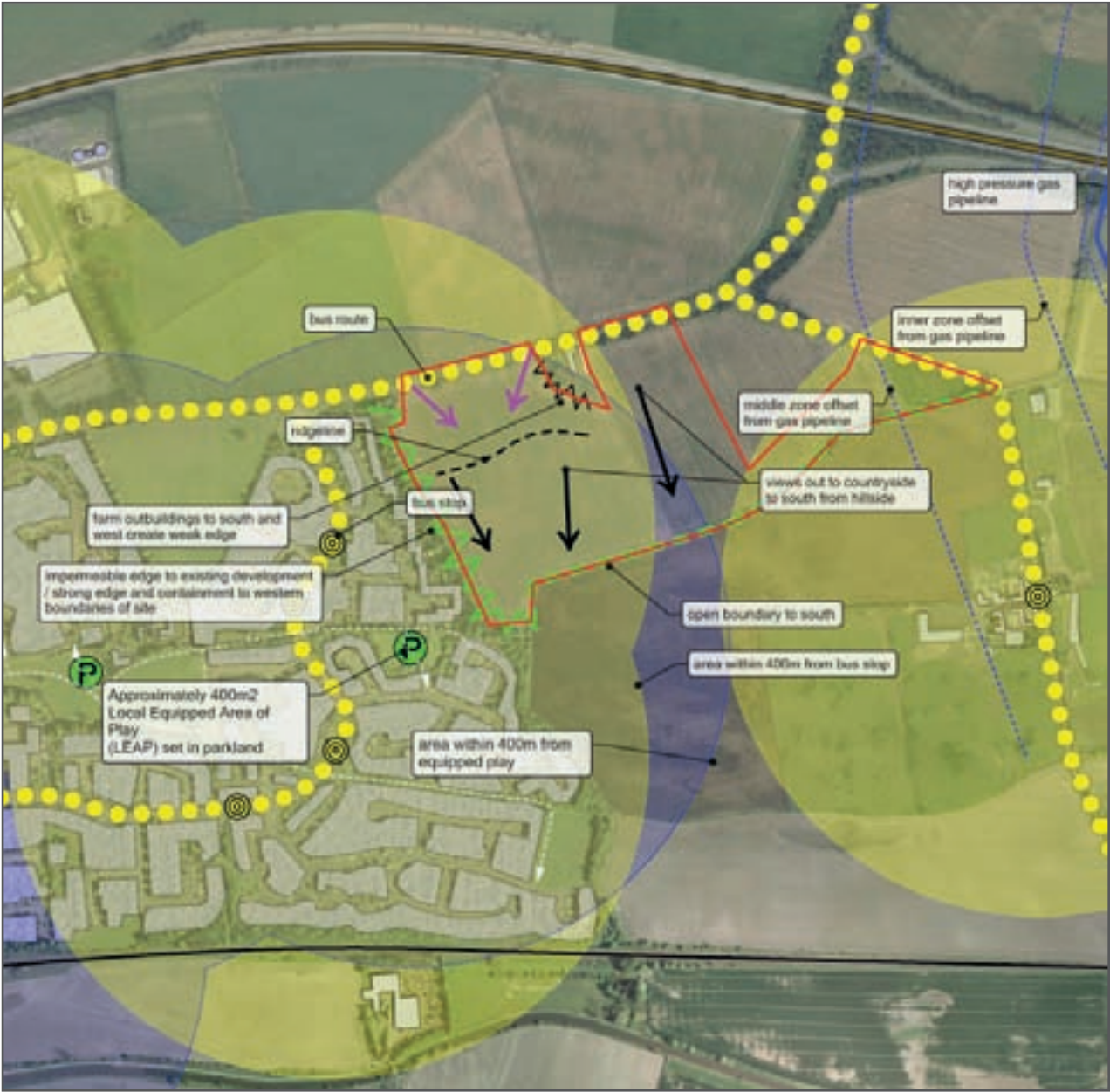
The proposal is in a sustainable location, adjacent to existing public transport services and is within walking distance to Springfield Primary School.

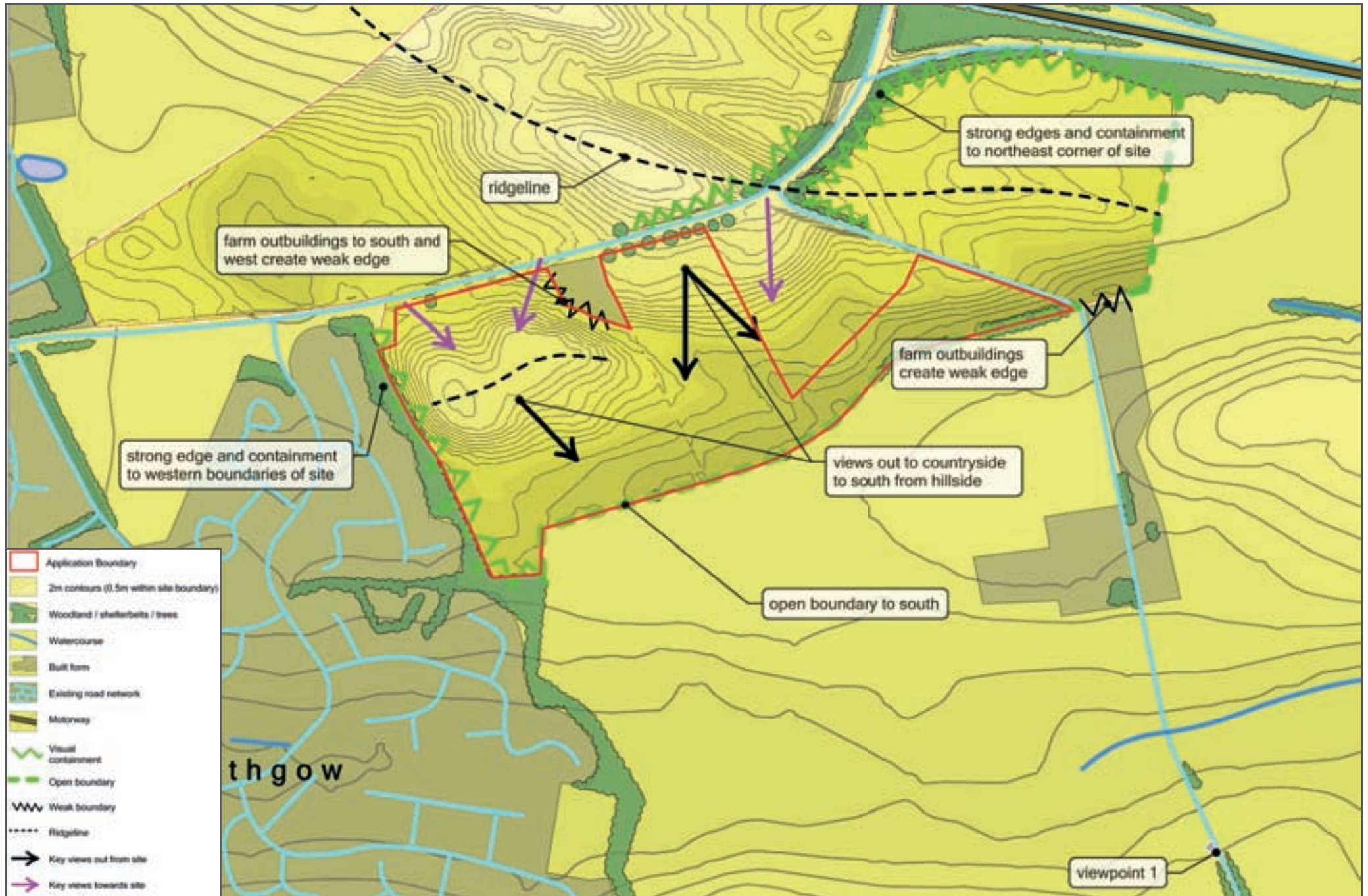
The site forms part of the entrance to Linlithgow from the east providing an opportunity to enhance and protect the sense of arrival to the town.

Access into the site is available from Blackness Road..

The local primary and secondary schools have capacity to accommodate pupils from the development.

There is an opportunity for integrating the development into the town and continuing the greenspace character along Blackness Road.





4. Landscape Assessment

A Landscape and Visual Impact Assessment (LVIA) has been undertaken in order to evaluate the effects of the proposal on the landscape and visual resource.

This LVIA identifies and describes the landscape and visual effects of the proposal

The site is free from any landscape or environmental designations, but is located close to two Areas of Great Landscape Value (AGLV).

Although the town has undergone much expansion over the past twenty years, Linlithgow still retains much of its original character and also houses the Category A Listed Linlithgow Palace.

A large area of Linlithgow town centre is designated as a Conservation Area. In recent years, much new residential expansion has taken place on the eastern, southern and western edges of the town. Expansion to the north has been constrained by the M9 motorway and Linlithgow Loch.

The landscape around northeast Linlithgow is a predominantly gently rolling terrain of arable farmland belonging to the *Coastal Margins* landscape type, and is more specifically located within the *Linlithgow / Queensferry Farmlands* character area.

This character area is described as having a rolling terrain with some prominent igneous outcrops and a predominantly agricultural character. There is significant woodland cover, mainly concentrated within private estates.

The dominance of the M9 motorway between Edinburgh and Stirling, and the main Edinburgh to Glasgow railway line dissect the character area and disrupt the otherwise rural character of farmland and estate landscapes.

The second Forth Road Bridge crossing and associated development also further disrupt this landscape further east.

The landscape is recognised as remaining largely intact, with the exception of dissection by the M9 and Edinburgh to Glasgow railway line. It maintains a prevailing rural character despite these intrusions.

The site is typical of the broader surrounding landscape character comprising gently undulating arable farmland. The boundaries of the site are defined by a mixture of man made and natural landscape components.

A mature woodland edge to the west provides strong physical and visual containment between the site and Linlithgow.

The line of the northern boundary between Linlithgow and farm buildings mid way along Blackness Road is delineated by a low field wall.

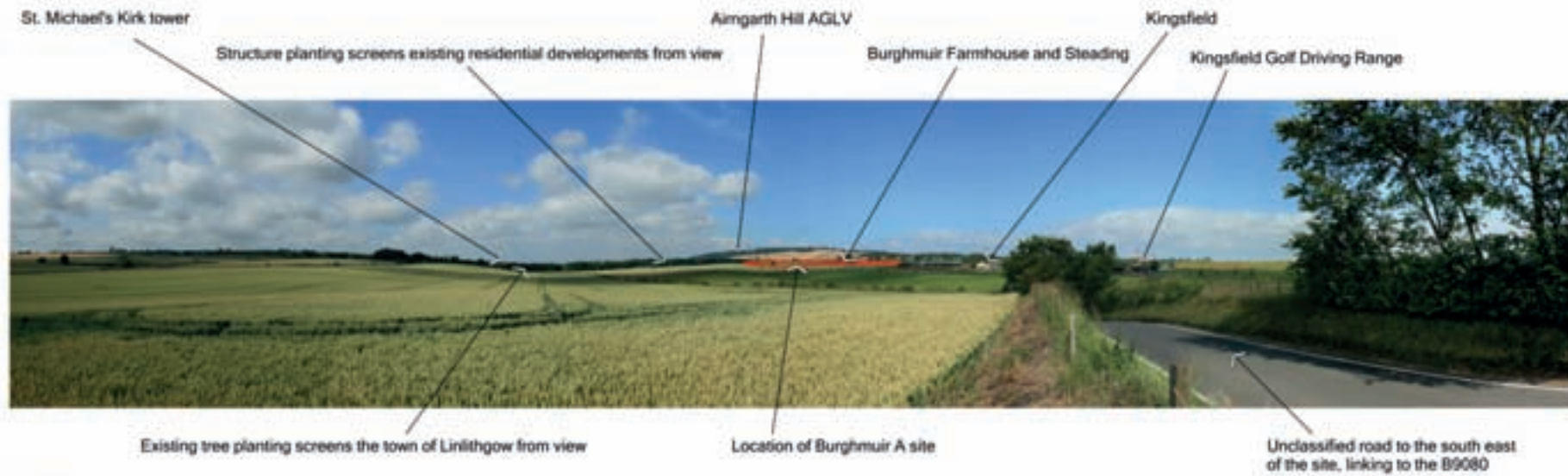
To the east of the farm buildings the northern boundary is defined by a mature field hedgerow. Beyond this a dense tree belt softens the transition from open arable landscape within the site and the route of the M9 slip road.

The southern boundary is predominantly open arable landscape broken by sporadic field trees along the proposal boundary.

The topography of the site is generally raised adjacent to Blackness Road where a localised ridge line restricts eye level to distant views.

From this point the topography gently descends towards the south and south west.

Although the site is currently used for arable farming it is located in an area of transitional character resulting from its close proximity to a number of influencing urban elements.



Viewpoint 1

This landscape character is strongly influenced by the local context of:

- Proximity to the M9 and its strong woodland boundary treatment at Junction 3;
- Proximity to the settlement edge to the west and well defined eastern boundary tree planting
- Well defined existing hedgerows, mature trees and walls along Blackness Road; and
- Low stone walls and open roadside field boundaries providing open views within the immediate landscape context.

The visual context for the site is limited by a combination of factors:

- Dense structure planting marking the western boundary of the proposal;
- Gently undulating topography of the site which will vary visibility of the site from the local transport network, notably Blackness Road,
- Structure planting associated with the M9;
- Existing boundary treatments along the A803 and unclassified road to the south east; and,
- Existing field boundaries, both natural and man made which mark the extent of the site.

Views from the west are already largely screened by the existing built form of Linlithgow and boundary woodland planting to the neighbouring residential estate.

Views from the south are open but receptors are primarily vehicular users travelling north along the minor road which connects Blackness Road to the route of the B9080 (refer to Viewpoint 1 opposite).

Primary mitigation in the form of new tree planting along the southern boundary will help reduce the visual impact of the proposal from this transient view.

This view is already characterised by significant built structures in the form of large farm outbuildings.

Views toward the proposal from the Palace and Peel are largely contained by the surrounding built form with views towards the wider landscape limited by the immediate landscape structure.

Direct views to the site will largely be available from the A803 and the unclassified road which turns to the south east off the A803, as these roads pass adjacent to the site.

The extent of site visibility along Blackness Road varies to reflect the change in boundary treatments along its length as roadside vegetation becomes increasingly dense. Views towards the site become more limited when travelling east towards the slip road to the M9

Significant localised landscape effects will be created within the site itself from the direct physical effect of the change in land use from greenfield to built form, and to the immediate landscape character of the site.

The site has little visual relationship with the neighbouring residential developments to the east of the town. The proposal is only visible along Blackness Road and the east facing motorway slip.

To help minimise the visual impact, the proposal strengthens the transitional landscape between the surrounding rural and urban character interspersed by large built forms.

Retention of the existing vegetation and the addition of further formal tree planting along the northern boundary adjacent to Blackness Road, and informal tree planting alongside the eastern and southern edges of the proposal.

The proposal significantly enhances the strength of the existing tree belt on its western edge.

All of the above measures will integrate the proposal into the existing leafy landscape framework in character with the existing landscape components. This will supplement the existing landscape framework.

These areas of structure and tree planting (both formal and informal) will connect into existing planting, adding to the biodiversity network.

No effects on the wider landscape are considered significant.

The landscape at this location is considered to be capable of absorbing the proposal.

The LVIA confirms that this is an appropriate location for this type of development and the proposal achieves a good landscape fit.

SEA Site assessment – Burghmuir A, Linlithgow

Site Ref	Site Name	Promoter	Air			Biodiversity			Climatic Factors		Cultural Heritage					Landscape & Townscape			Material Assets			P&H	Soil	Water		
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
EOI-0103	Burghmuir, Linlithgow	Wallace Land	X	X	X	✓	✓	✓	✓	?	✓	✓	✓	✓	✓	X	✓	X	/	X	X	X	X	X	/	WLC Assessment
EOI-0103	Burghmuir A, Linlithgow	Wallace Land	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	X	✓	✓	Geddes Consulting Assessment	

Scoring Justification for Burghmuir A against SEA Factors

Air	Biodiversity	Climatic Factors	Cultural Heritage	Landscape & Townscape	Material Assets	Population and Health	Soil	Water
<p>1.Avoid AQMAs: The site is not located within an Air Quality Management Area. However, every site in Linlithgow scores negatively against this factor.</p> <p>2.Good proximity to jobs / services: All new homes will be within reasonable walking distance of a number of amenities including a primary school, local shops and town centre.</p> <p>3.Good access to existing or proposed public transport: All new homes will be within easy walking distance (400m) of existing bus services located on Blackness Road.</p> <p>All new homes will also be within reasonable walking distance (1600m) of Linlithgow train station.</p>	<p>4.Avoid adverse affect on designated international nature conservation sites: Development of this site will not affect any of these designations.</p> <p>5.Avoid significant effect on designated national/regional / local biodiversity sites & ancient woodland: There are not designations on or adjacent to the site. Development of this site will not affect any of these designations.</p> <p>6.Avoid adverse direct impact on species / habitats or makes positive contribution to emerging green network: The proposed SUDS and open space strategy will improve and enhance the biodiversity of the site linking in with the existing greenspace network to the west of the site in Springfield. Garden areas will also enhance biodiversity within the site.</p>	<p>7.Occupy a relatively efficient location in terms of energy consumption: The site is located adjacent to existing bus services and Linlithgow train station, and within reasonable walking distance of local services and amenities, reducing the need for car journeys.</p> <p>8.Occupy a location at risk of increased flooding or instability due to climate change: The Flood Risk Assessment and SEPA flood risk map indicates that the site is not located in an area at risk of fluvial flooding.</p>	<p>9.Avoid adverse effects on listed buildings: The development of the fields are adjacent to the C(S) listed farmstead. Development of this site will not adversely impact the setting of this Listed Building as confirmed in the Cultural Heritage Assessment.</p> <p>10.Avoid adverse impacts on Scheduled Ancient Monuments: There are no SAMs within or close to the site.</p> <p>11.Avoid adverse impact on locally important archaeological sites: There are no significant adverse impacts.</p> <p>12.Avoid adverse effects on Gardens and Designed Landscapes: There are no Gardens or Designed Landscapes within the vicinity of the site.</p> <p>13.Avoid adverse effects on Conservation Areas & or other areas of architectural historic or townscape interest. The site is not located within a Conservation Area.</p>	<p>14.Avoid AGLVs / Areas of Special Landscape Control / Areas of Special Control: The site is not located within an AGLV. Development of the site will not impact on any designation.</p> <p>15.Avoid conspicuous locations that require extensive landscape / structural planting: The site is well contained by existing landscape and development to the west and motorway to the north. It is not a conspicuous location.</p> <p>16.Avoid loss of / adverse effects on public open space/ improve open space provision (quantity / quality): The proposal includes public open space to meet Council requirements and improves the existing path network, making greenspace network publicly available.</p>	<p>17.Avoid loss of land important to avoidance of coalescence / preservation of settlement identity: The development of this site does not cause coalescence. The greenspace framework proposed maintains the settlement's identity and safeguards the landscape character of Blackness Road.</p> <p>18.Safeguard mineral resources from sterilisation: The site is not within an Area of Search for opencasting as currently identified in the WLLP.</p> <p>19.Minimise use of Greenfield Land: The site is currently used for agriculture and is Greenfield land.</p>	<p>20.Avoid co-location of sensitive development with industrial facilities / economic allocations: The proposal is for residential development. The location of housing development will not be adversely affected by any economic development.</p>	<p>21.Avoid loss of prime quality agricultural land and peatland: The site is located on prime agricultural land as confirmed in the Macaulay Land Capability for Agriculture Mapping.</p> <p>British Geological Mapping indicates that the site is not located in an area of peatland.</p> <p>All greenfield Preferred Sites in the Linlithgow development strategy are located on prime quality agricultural land.</p>	<p>22.Maintain status of baseline water bodies: SUDS will be incorporated as part of the overall greenspace framework for the site.</p> <p>The SUDS strategy will ensure that there is no degradation of the existing water quality, including the Linlithgow Loch SSSI.</p> <p>23.Minimise flood risk (on site or elsewhere): The SEPA flood risk map indicates that the site is not located in an area at risk of fluvial flooding.</p> <p>The SUDS strategy for the site will ensure that surface water runoff is maintained at greenfield levels.</p>

Note: Assessment informed by scoring by Council for similar greenfield sites in West Lothian Local Development Plan Strategic Environmental Assessment Environmental Report

5. SEA Site Assessment

The Council's Site Assessment for Burghmuir is set out in Appendix 2B of the Council's *Environmental Report*. This assessment is for a 600 home mixed use development. There is no assessment presented for this proposal - Burghmuir A.

A reassessment of the site has been undertaken, which is informed by a comprehensive site appraisal, further technical appraisals and applying sound place making principles which can be implemented on site.

This reassessment of the proposal against the criteria indicates that the site scores more favourably in a number of areas when compared with the Council's assessment.

This appraisal is set out on the opposite page along with justification. There are eight criteria where this reassessment differs from the Council's Site Assessment.

Air

All new homes will be within reasonable walking distance of local services and amenities, including primary school and local shops. The site has good proximity to jobs and services. Accordingly, the proposal has no significant adverse effects.

All new homes will be within easy walking distance (400m) of existing bus services located on Blackness Road and the new town centre service introduced into the proposal. All new homes will also be within reasonable walking distance (1600m) of Linlithgow train station. Accordingly, the proposal has no significant adverse effects.

Climatic Factors

The Flood Risk Assessment and SEPA flood risk map indicates that the site is not located in an area at risk of fluvial flooding.

Landscape & Townscape

The site is well contained by existing landscape and development to the west and motorway to the north. It is not a conspicuous location as demonstrated by the LVIA. Accordingly, the proposal has no significant adverse effects.

Population and Health.

The proposal for a residential development at Burghmuir A. There is no economic development proposed for or adjacent to this site.

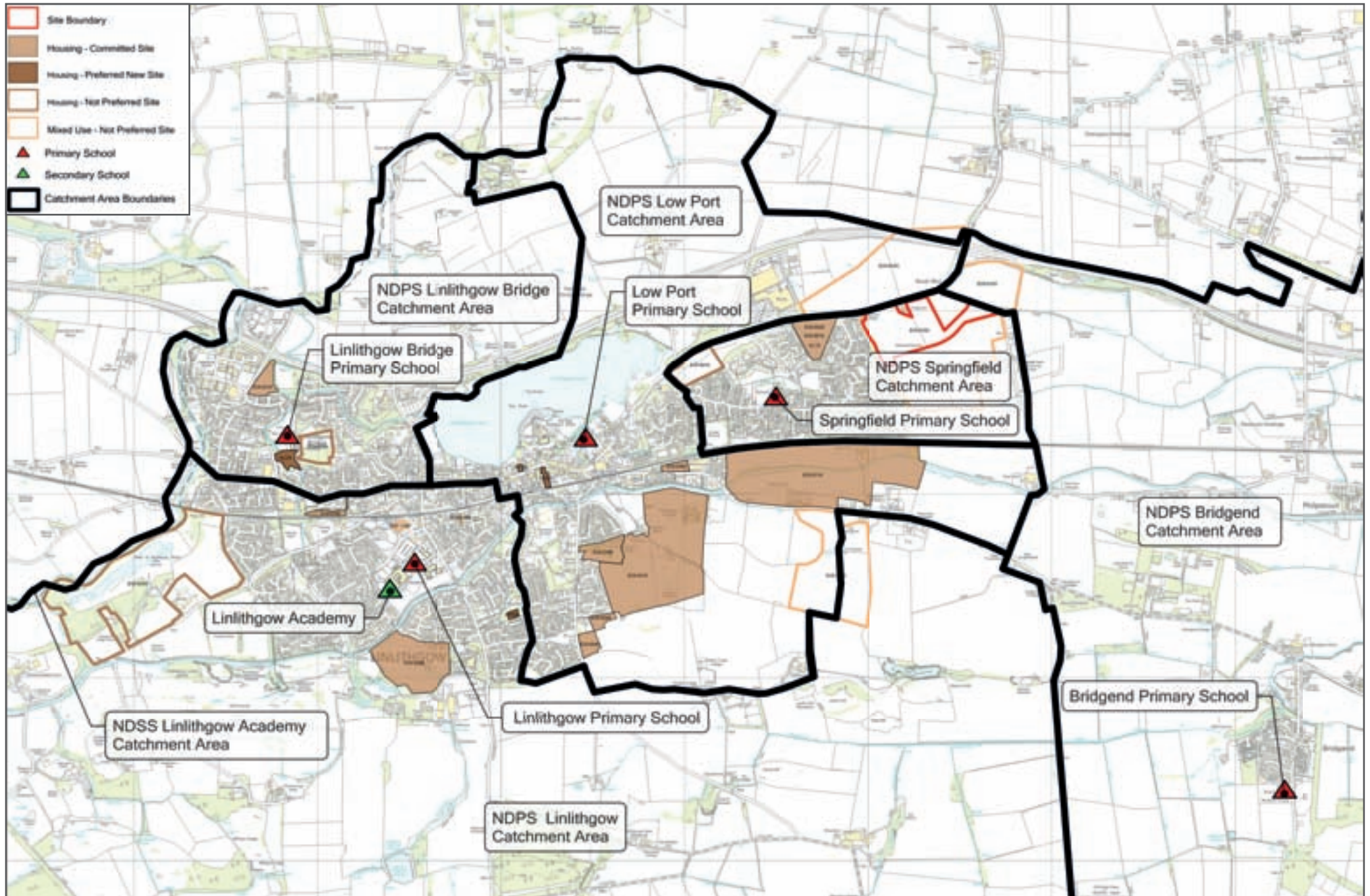
Water

SUDS will be incorporated as part of the overall greenspace framework for the site.

The SUDS strategy will ensure that there is no degradation of the existing water quality, including discharges to the Linlithgow Loch SSSI, as well as ensuring surface water runoff is maintained at greenfield levels. Accordingly, the proposal has no significant adverse effects.

Conclusion

It is evident that this proposal is in a sustainable location which will not create an unacceptable adverse impact in terms of environmental or land use considerations.



6. Infrastructure Impact

Non-denominational Education Infrastructure

The proposal is within the catchment areas of Springfield Primary School and Linlithgow Academy.

Springfield Primary has capacity for 415 pupils. The Council's 2012 Base School Forecast project a sustained decline in the pupil roll at Springfield Primary School. It is the only primary school in Linlithgow with significant pupil capacity available.

The pupil roll is forecast to fall to 289 pupils in 2019. This means that there are available pupil places in Springfield Primary.

The Council's preferred development strategy identifies Boghall East (EOI-0015) as a Preferred Site in the Springfield Primary School catchment area. The capacity of this site is 50 homes.

Boghall East, together with the proposed development of 200 homes at Burghmuir A, can be accommodated Springfield Primary.

Both Burghmuir and Boghall East can be accommodated at Springfield Primary School.

The capacity of Linlithgow Academy is 1,320 pupils. Wallace Land has commissioned an Education Impact Assessment on education infrastructure at Linlithgow Academy.

This Education Impact Assessment concludes that there will be no breach in either the S1 Intake capacity or the overall pupil capacity at Linlithgow Academy, as a result of the proposal.

This takes into account Winchburgh CDA progressing in accord with the agreed build rate programmed in Housing Land Audit 2013 in the short term. It is expected that the new Winchburgh Academy will be built by 2018.

Denominational Education Infrastructure

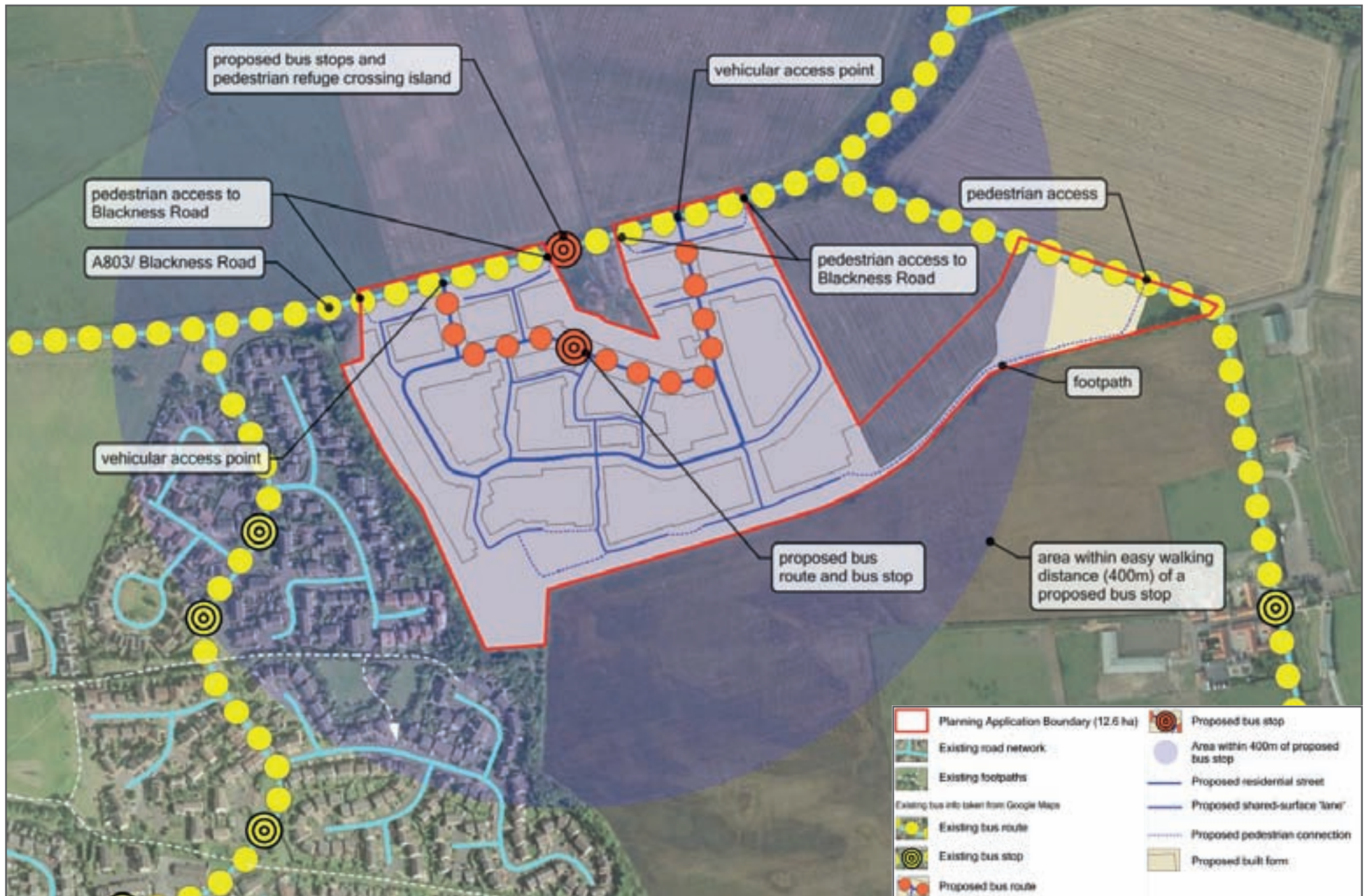
The denominational schools for the proposal are St. Joseph's Catholic (RC) Primary School and St. Kentigern's RC Academy.

St. Joseph's Primary School has capacity for 198 pupils. According to the Council's 2012 Base School Forecasts the pupil roll will fall to 101 pupils in 2019. There is sufficient capacity at St. Joseph's Primary School to accommodate the proposal subject to a further appraisal to determine whether a modest extension is needed to the dining area.

St. Kentigern's RC Academy has capacity for 1,430 pupils. According to the Council's 2012 Base School Forecasts the pupil roll will remain under capacity in the period to 2024. There is sufficient capacity to accommodate the proposal at St. Kentigern's Academy.

The Council has approved Supplementary Planning Guidance (SPG) for developer contributions to assist with the delivery of a new denominational secondary school at Winchburgh. The first phase of this new school is due to open in 2018 according to the Council's SPG Denominational Secondary Education Infrastructure.

Wallace Land is willing to make financial contributions in accord with the Council's SPGs to deliver denominational secondary education infrastructure in West Lothian.



7. Proposal

Masterplan Principles

The development principles for Burghmuir A have been informed by:

- Scottish Government Policy *Designing Streets and Designing Places*
- Local Plan Policies and guidance; and
- A comprehensive site and context appraisal, including technical considerations

This Chapter sets out the site's development principles in terms of movement, greenspace and SUDS, and built form.

Movement

Good street design can promote a better quality of living for everyone. This statement in *Designing Streets* illustrates a key principle of this proposals focusing on creating good places in which people want to live.

The streets in this proposal have been arranged in such a way as to promote a positive sense of place encompassing:

- local distinctiveness;
- visual quality; and
- potential to encourage social and economic activity

Two vehicular access points into the development from the A803/ Blackness Road are provided.

Two bus stops will be provided on Blackness Road, one on each side of the road, in addition to one inside the development. These additional bus stops ensure that all homes will be within easy walking distance (400m) of public transport.

Turning heads will be provided within the site to ensure buses can turn during all phases of the development's construction until the loop road is completed.

A pedestrian crossing point will also be provided to enable safe access to the bus stop on the northern side of Blackness Road.

The proposed street hierarchy will aid legibility and help create a sense of place, as defined by *Designing Streets*.

Two general street types are proposed. These are residential 'streets' and informal shared surface 'lanes'. Residential streets have a higher movement function than shared surface lanes, which are more concerned with the creation of place.

The location of these street types within the indicative masterplan is indicated on the movement framework diagram opposite.

Residential Streets

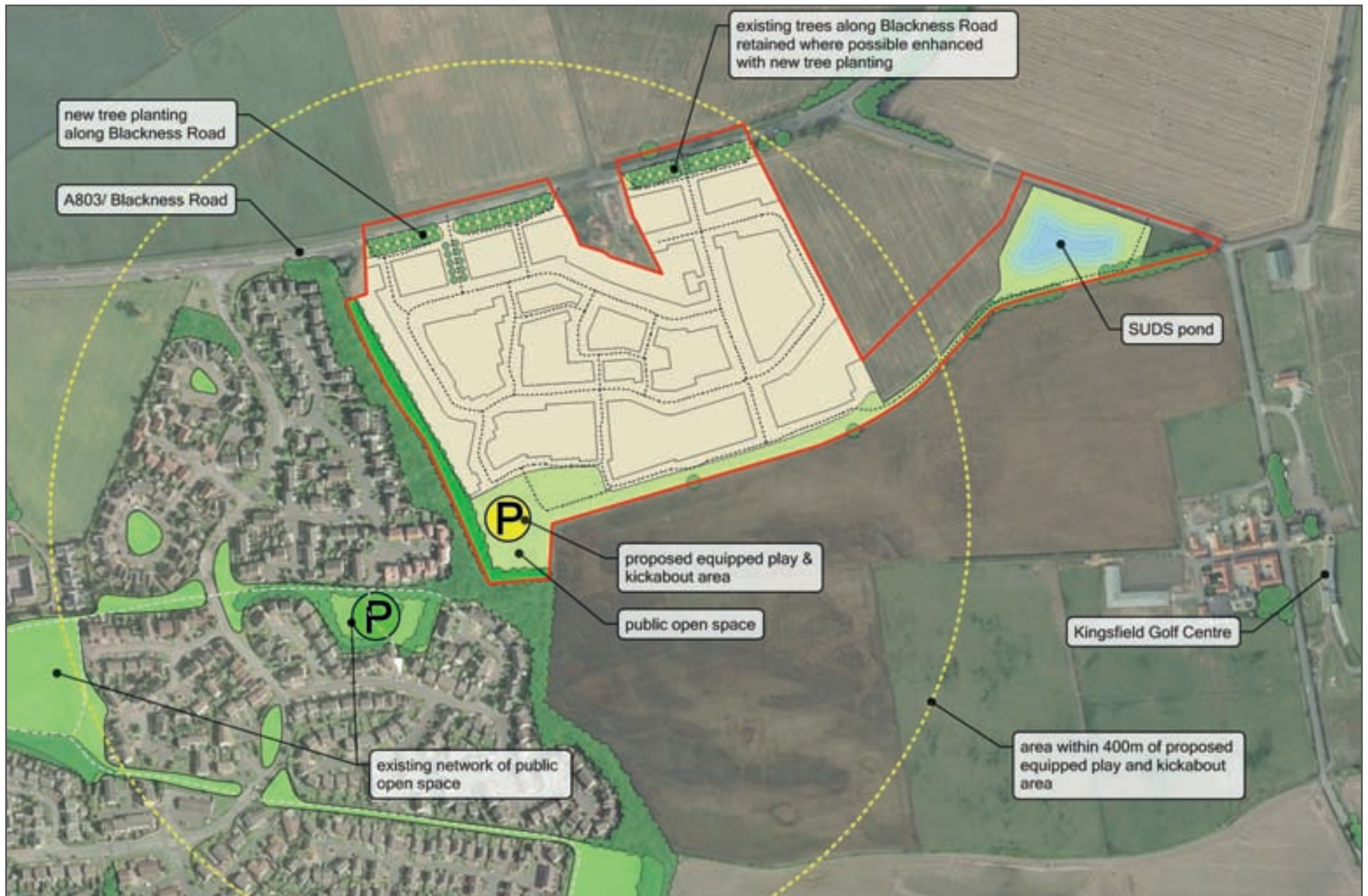
The carriageway of residential streets will generally be 5.5m wide, with 2m footpaths to either side.

It is envisaged that short sections of these streets could incorporate shared surfaces to minimise traffic speeds, and to distinguish focal points within the development such as at key junctions, providing a transition from residential street to shared surface lane.

Shared surface lanes

This street type prioritises pedestrian and cycling over vehicular movement. The lanes will form a series of informal linked spaces, creating an attractive connection between residential streets.

These lanes will be designed to minimise traffic speeds through the use of the positioning of buildings, landscaping and on-street car parking to create natural traffic calming.



Greenspace and SUDS

The development of the greenspace strategy has been informed by the existing network of open space located within the vicinity of the site. Greenspace is an integral element in the development of Burghmuir A.

Open space is provided along the southern edge of the development. This provides an opportunity to connect to the existing network of open spaces in the adjacent urban area - this will be explored with the Council as part of the application process. Footpath links also connect the SUDS pond and countryside to the east.

The proposed green space offers an opportunity to include an informal kickabout area, as well as a site for an equipped play area. This meets West Lothian Council requirements for open space provision within the development.

All of the development is within easy walking distance of these amenities. The green space will also provide an attractive edge to the development with open views to the countryside beyond.



The A803/ Blackness Road is the main route into Linlithgow from the east. The approach to Linlithgow along this road will be enhanced as a 'green corridor' in keeping with its character. This also acknowledges Linlithgow Civic Trust's aspirations of creating a 'green wedge' along the approach to Linlithgow.

At present the southern edge of Blackness Road adjacent to Burghmuir Farm Steading is lined by a number of mature trees and a low hedgerow. Where possible, it is the intention to retain these elements. Additional tree and shrub planting will be incorporated along the southern edge of Blackness Road.

The development will be set back from the road behind landscaping and trees, through which glimpses of development will be possible. The 'green corridor' will extend along the length of the development along Blackness Road (A803).

Structure planting will be incorporated along the western edge of the development, enhancing existing tree planting. This will help create wildlife corridors and enhance biodiversity. Areas of meadow will also be included in the green space to the south to encourage biodiversity.



SUDS Pond

Greenspace Management

The greenspace will be managed by a greenspace factor to be appointed prior to the occupation of the first home. All residents in the development will contribute to the maintenance through the factoring arrangements.

The SUDS strategy is proposed to provide attenuation to meet the greenfield to greenfield release and be capable of attenuating the 1:200 year flows in accordance with the Flood Risk Assessment and West Lothian Council flooding officer requirements.

Two stages of treatment are proposed. The first stage will be standard road side swales and porous paving to larger areas of car parking. The second stage will be a detention pond located towards the eastern end of the site. This will then drain to the Errick Burn via a new outfall pipe below the existing road.

The SUDS pond will be fenced, which is necessary for safety and to meet Scottish Water requirements. The pond will increase its biodiversity value by minimising disturbance from humans and pets.

The finalisation of this SUDS strategy will be carried out with the Council and Scottish Water, together with SEPA. These proposals meet Sewers for Scotland 2 requirements. The detention pond will be adopted and managed by Scottish Water.



Built Form

The urban form has been designed in response to *Designing Places* and *Designing Streets* and incorporates good permeability and a clear hierarchy of streets.

The principle adopted is to ensure that homes front onto public spaces and streets. This is key to creating a safe and active place.

Homes will front onto Blackness Road, forming a positive and appropriate edge to the development. These will be set back from the road with a substantial area of landscaping enhancing the existing character of the approach into Linlithgow.

The main route through the development will be interspersed with focal points, these will be formed by the streetscape character of key junctions. Focal points will also offer views to the countryside beyond.

The built form adjacent to the green space has been designed so that it widens out in at its western end to accommodate an informal kick about area and an equipped play area.

Frontages are provided along proposed routes and spaces and houses back onto contained boundaries, such as against the existing woodland and field boundaries.

The qualities of Blackness road will be strengthened and enhanced, the mature trees will be maintained along the site's northern boundary where possible. Additional landscaping and appropriate garden boundary treatment will ensure green edge to this route is maintained.

The built form has been developed to overlook the public realm, and provide clear delineation of public and private space.

Variety in the street frontages is created through a mix of house types and varying plot arrangements. A variation in house types will create formal and more informal spaces to correspond to the proposed hierarchy of streets and spaces.

The majority of the site will provide a range of house types for both private and affordable homes.

These homes will be delivered by one or two house builders throughout the timespan of the development.

The homes will be accessed via a network of streets and lanes providing permeability to the development.

Given the location of Burghmuir A on the countryside edge, there is an opportunity to orientate homes to utilise this site asset. Views across areas of public greenspace and countryside would be a key feature of these properties.

The streets and spaces adjacent to these homes would also provide visual connection to areas of countryside. Those streets on the north-south axis will also afford views out to the countryside and Bathgate Hills.

The appropriate, type and tenure of affordable housing will be defined in consultation with the Council.



Illustrative Masterplan

The illustrative masterplan demonstrates how the development principles combine to form a layout which is in keeping with the character of the surrounding area and is well connected.

The proposed development forms an attractive and logical extension to the eastern edge of Linlithgow.

New homes will be set in an attractive new streetscape incorporating guidance promoted in the Scottish Governments guidance contained in *Designing Streets*.

The provision of a mixture of house types, parking solutions and the integration of greenspaces creates a varied character which is legible, in accord with *Designing Streets*.

The movement hierarchy around the site provides priority for pedestrians and cyclists over the car with good connections and permeability. The provision of additional bus stops on Blackness Road and a stop within the site will encourage the use of sustainable modes of transport.

The proposal incorporates paths along a network of routes. This will ensure the creation of an attractive environment and promote access to outdoor recreational space.

The urban form provides a permeable and hierarchical layout. It includes a number of shared-surface lanes to promote pedestrian and cycle movement over the car.

All routes and areas of open space within the development will be overlooked for passive surveillance.

The greenspace, SUDS and structure planting seek to provide an appropriate transition between the edge of the town and the countryside to the south. The greenspace proposals have also been designed to enhance biodiversity through the inclusion of native planting and where possible by maintaining existing planting.

A tree-lined gateway forms the main entry from Blackness Road, creating a welcoming gateway into Linlithgow.

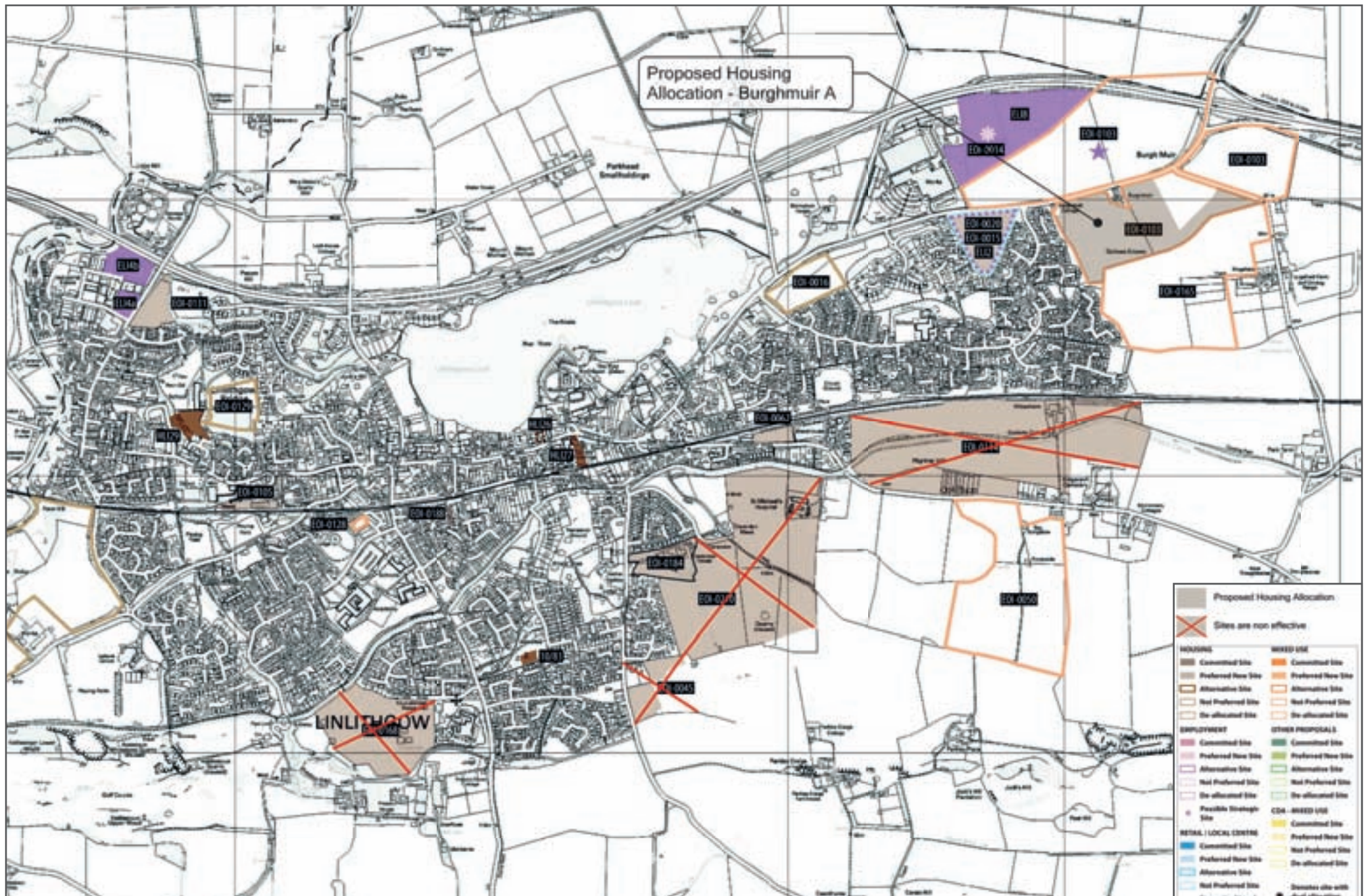
The landscape treatment along Blackness Road has been designed to maintain and enhance the 'green' approach into Linlithgow. Existing mature trees on the south side will be retained. Additional trees and planting are included on the southern side of Blackness Road.

Homes will front onto the Blackness Road, but will be set back and screened by the proposed landscaping.

The main greenspace feature of the development is located in the south of the site. This provides the potential to connect to the existing greenspace network that lies to the west of the site running through the Springfield neighbourhood. The proposed greenspace also creates an appropriate edge to the development.

The main route through the development can incorporate a number of focal points along its length at key junctions, where streets lead down to the linear park, offering views towards the countryside beyond.

This proposal complies with national and local design guidance and policy.



8. Recommendation for Proposed Plan

Wallace Land recommends that the Council allocates the site at Burghmuir A in Linlithgow for 200 houses in the Proposed Plan.

This proposal is subject to an application for Planning Permission in Principle and is currently at Appeal.

Comprehensive assessments have been carried out demonstrating that the site complements the development strategy and can contribute much needed housing in the short term.

These assessments include:

- Design & Access Statement;
- Transport Assessment;
- Education Impact Assessment;
- Health Impact Assessment
- Ecology Assessment
- Archeological Assessment
- Drainage, SUDS and Ground Conditions Study
- Air Quality Assessment
- Noise Impact Assessment

Consultation responses identified that the site is acceptable to all statutory consultees including SEPA, Scottish Water and Scottish Natural Heritage.

The site is immediately effective and all homes can be built during the LDP period to 2019.

This is demonstrated in the *Statement of Site Effectiveness*. The site can fund developer contributions to augment infrastructure needs as required such as education.

This proposal will add a further 200 completions to help meet the housing land requirement over the plan period.

Allocation of this site in the Proposed Plan for 200 homes is in accord with the development strategy set out in the MIR as well as requirements of SESplan and SPP.

This site is part of a larger development at Burghmuir (E01-0103) being promoted by Wallace Land. Burghmuir is subject to a separate Representation.

Benefits of the Proposal

The proposal delivers the following:

- 200 homes including 30 affordable homes;
- Extends Linlithgow in a location which is sustainable, with known infrastructure capacity;
- Enhances local biodiversity;
- Supports up to 190 direct and indirect jobs annually over its 4 year development period.

Allocation of this site in the Proposed Plan will be in keeping with the character of the surrounding urban and local area.

The Council's preferred development strategy for Linlithgow focuses on the release of 10 Preferred Sites mainly in the south of the town, beyond the railway line. In total, the scale of development proposed in Linlithgow is around 580 homes.

Wallace Land supports the further withdrawal of the 'area of restraint' status through the LDP. It has already been removed by SESplan.

The Council's proposed development strategy, has ignored the constraints imposed by air quality in the High Street as well as the delivery of the slips to relieve traffic and the lack of education capacity at primary schools serving these proposed developments. As it stands, unless there are mitigation measures proposed by the Council to address these fundamental issues, then the proposed development strategy will promote non-effective sites in the main.

The alternative strategy which addresses these matters is to promote development at Burghmuir which is in an area with education capacity at Springfield Primary School and can provide the slips to the motorway to deliver traffic relief to the High Street.

Revision	Status	Prepared	Approved	Date
1.0	Draft for Comment	Bob Salter	Stuart Salter	15/10/14
2.0	Final	Steven Cooper	Bob Salter	17/10/14

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Burghmuir A, Linlithgow Statement of Site Effectiveness

Introduction

Scottish Government now specifically requires local authorities to ensure that sites allocated in local development plans are effective and can contribute completions during the development plan period. An effective housing site can finance necessary infrastructure costs. An effective housing land supply delivers a viable Local Development Plan (LDP).

The overall level of programmed annual completions from all sites in the effective land supply need to be sufficient to maintain a 5 year effective land supply at all times and so meet the identified housing requirement in the approved local development plan, as well as meeting the shortfall identified by the assessment of housing need and demand in the Local Housing Strategy.

These policy requirements are set by Scottish Government in Scottish Planning Policy (SPP). A council now needs to be satisfied through its own appraisal that an allocated site is effective in order to comply with the Strategic Development Plan, following the guidelines set out by Scottish Government in PAN 2/2010 Affordable Housing and Housing Land Audits.

There is an expectation that all sites to be allocated in the LDP will be subject to testing by the Council and a conclusion reached as to the overall construction period (taking account of the developer's or house builder's lead-in period). This construction timeframe would then define the annual rate of completions expected. Currently, most house builders expect to deliver a house sale rate of 2 homes per month or 24 sales per annum. Affordable housing requirements would be in addition to this but certainly provided before the development is completed.

PAN 2/2010 includes a series of criteria to test the effectiveness of individual sites. This guidance is used to assess whether a site or portion of a site is effective. By applying the tests of effectiveness in this guidance, it can be demonstrated that within the 10 year period of LDP under consideration, the site is capable of development for housing, being free of potential site constraints as set out in PAN 2/2010.

Conclusion

We conclude that the proposed development at **Burghmuir A, Linlithgow** by Wallace Land for **200 homes**, 30 of which will be affordable homes. This is an effective site and meets the tests of effectiveness in PAN 2/2010. The delivery of the development is expected to take 4 years.

Appraisal

This conclusion is based on the following analysis.

Criteria	Response	Comment
<p>Ownership: the site is in the ownership or control of a party which can be expected to develop it or to release it for development. Where a site is in the ownership of a local authority or other public body, it should be included only where it is part of a programme of land disposal.</p>	<p>The site is 12.6 hectares and is under the control of Wallace Land Investment & Management. It is immediately available for development.</p>	<p>Complies</p>
<p>Physical: the site, or relevant part of it, is free from constraints related to slope, aspect, flood risk, ground stability or vehicular access which would preclude its development. Where there is a solid commitment to removing the constraints in time to allow development in the period under consideration, or the market is strong enough to fund the remedial work required, the site should be included in the effective land supply.</p>	<p>Adverse development factors give rise to abnormal development costs which can affect the viability of a site and hence its effectiveness.</p> <p>Appraisals of the site have been carried out as part of an application for Planning Permission in Principle. These confirm that there are no constraints to development. These appraisals also confirm that the site is viable for future development:</p> <ul style="list-style-type: none"> • There are no topographical or aspect constraints to development. • The site is not subject to flood risk. This is confirmed in the Flood Risk Assessment. • A Desktop Study confirms that there are no geological, mining or environmental conditions which would constrain development in terms of geology and ground conditions. • The Transport Assessment confirms the suitability of this site for the scale of development proposed and identified no adverse impacts. The Council and Wallace Land has agreed to fund the town centre bus service. • The Archaeology Assessment confirms the lack of onsite historical remains and the suitability of the site 	<p>Complies</p>

	<p>for development.</p> <ul style="list-style-type: none"> • The Ecological Appraisal confirms that there are no species of fauna or flora inhibiting development. • The greenspace proposals will enhance biodiversity. • Noise and air quality assessments conclude its impact is not significant. <p>There are no physical constraints on this site to prevent the development of 200 homes.</p>	
<p>Contamination: previous use has not resulted in contamination of the site or, if it has, commitments have been made which would allow it to be developed to provide marketable housing.</p>	<p>The site is arable agricultural use and is a greenfield site.</p> <p>A preliminary appraisal confirms that there is no significant contamination expected to be present on the site.</p> <p>An intrusive site investigation will be undertaken to confirm any mitigation measures at the detailed stage.</p>	<p>Complies</p>
<p>Deficit Funding: any public funding required to make residential development economically viable is committed by the public bodies concerned;</p>	<p>Wallace Land is promoting the development of this site for new homes. The development principles are in accord with the Council's requirements.</p> <p>No funding from the public sector is required to make the development viable, except for the provision of subsidy for affordable housing. Wallace Land is committed to providing 15% affordable housing in accord with the Council's policy.</p> <p>Wallace Land is also willing to provide affordable (low cost home ownership) housing without subsidy to augment the supply of subsidised affordable housing to achieve the agreed overall requirement as necessary.</p>	<p>Complies</p>

<p>Marketability: the site, or a relevant part of it, can be developed in the period under consideration;</p>	<p>There is an ongoing demand for a full range of market housing in the locality as well as affordable housing needs.</p> <p>This is confirmed by the regional Housing Need & Demand Assessment (HNDA) and the Council's Local Housing Strategy 2012-2017.</p> <p>There is considerable interest from house builders to develop again in Linlithgow.</p> <p>It is envisaged that the site would be developed at a sales rate of circa 24 homes per annum for each house builder working on the site and with two house builders constructing at least 48 homes annually, the site could be developed within a 4 year period. This will assist the Council in maintaining a 5 year effective land supply at all times as required by Scottish Planning Policy.</p>	<p>Complies</p>
<p>Infrastructure: the site is either free of infrastructure constraints, or any required infrastructure can be provided realistically by the developer or another party to allow development</p>	<p>Preliminary investigations confirm the following:</p> <ul style="list-style-type: none"> • Gas, electricity and telecoms can be provided; • Foul drainage from the site can be accommodated; • Water supply to the site can be provided; <p>Infrastructure of the required capacity can be made available.</p> <p>Appraisals carried out confirm that the school children from the development can be accommodated in the nearby Springfield Primary School and Linlithgow Academy.</p> <p>Developer contributions will be available to fund any proportionate share of upgrades to services and infrastructure.</p>	<p>Complies</p>
<p>Land Use: housing is the sole preferred use of the land in planning terms, or if housing is one of a range of possible uses other factors such as ownership and marketability point to housing being a realistic option.</p>	<p>Burghmuir A is a residential development and provides a full range of housing to create a socially inclusive development.</p>	<p>Complies</p>



Burghmuir
Development Framework Report

October 2014

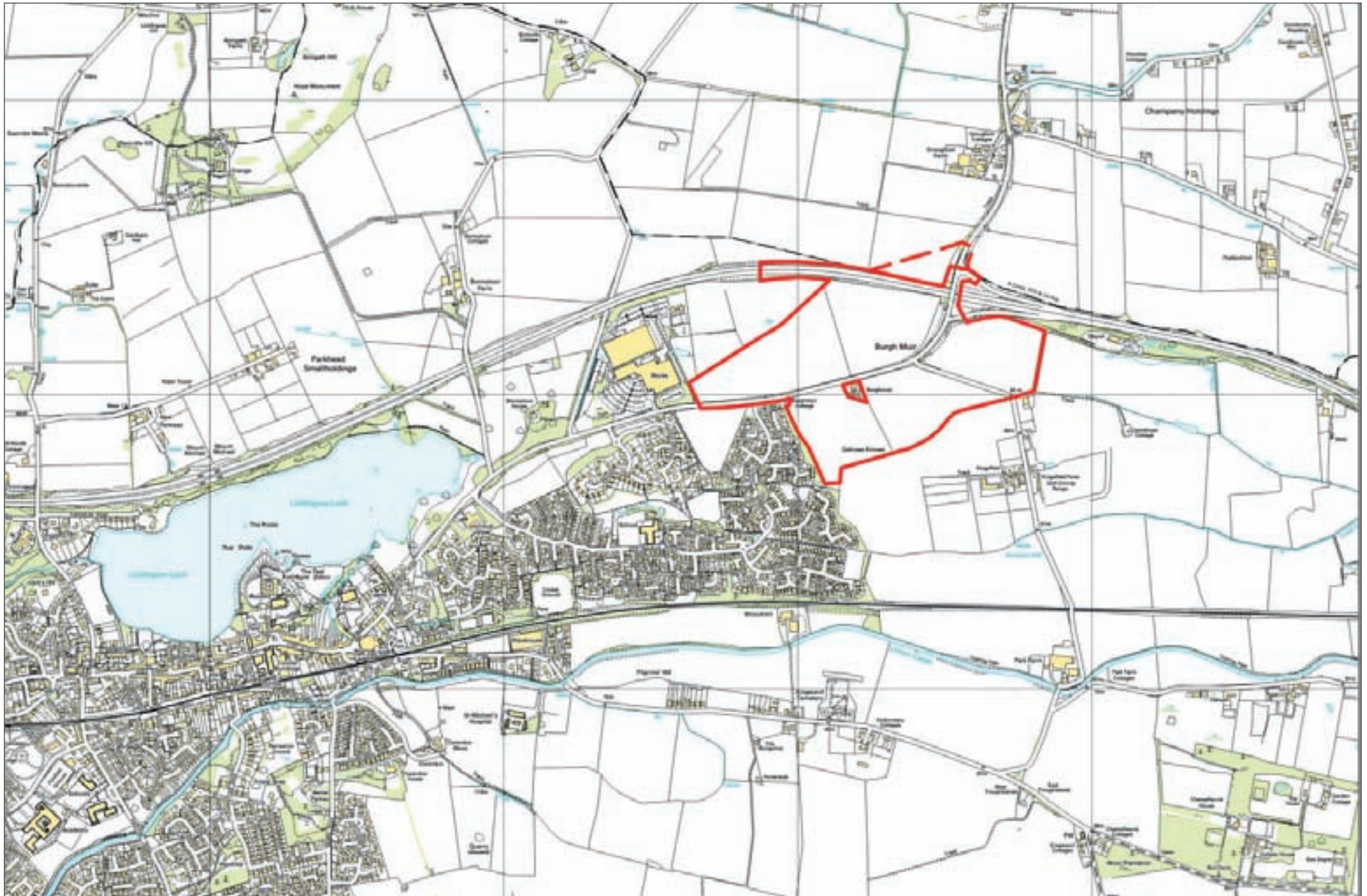
Burghmuir Development Framework Report





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Introduction

Wallace Land Investment & Management (Wallace Land) is promoting 48.3 hectares of land at Burghmuir, Linlithgow (EOI-0103).

The site straddles the A803 between the edge of the town and the M9 motorway and by the minor road connecting the A803 to Kingsfield Golf Centre.

In addition, an area to the north of the motorway is included as part of the proposal for one of the new motorway slips. These west bound slip roads will reduce town centre congestion and improve the town's accessibility for residents, businesses and tourists.

The site's location forms an important entrance from the motorway into Linlithgow along Blackness Road.

The proposal is for 600 homes including 90 affordable homes (15%) along with a hotel, care home and serviced sites for a health centre and community sports area.

The proposal has been amended to exclude the foodstore which was subject of a previous application.

This Development Framework Report is part of the Representations at the MIR stage by Wallace Land. Other submissions include an *Assessment of the Housing Supply* and *Statement of Site Effectiveness*.

These appraisals confirm that this proposal fully meets the Council's requirements to be allocated in the LDP.

The allocation of this site has significantly lower environmental impact than all of the other Preferred Sites in the MIR proposed by the Council south of the railway line. The cumulative effect of these sites will add significantly to the traffic congestion already in the High Street.

Wallace Land can deliver the motorway slips allocated in the adopted Local Plan and committed to in SESplan. The slips will deliver much needed traffic relief to congestion in the High Street. Falkirk Council has already approved the motorway slip to the north. Transport Scotland has already approved the principle of these slips joining the motorway.

The *Assessment of the Housing Supply* confirms that the Council does not meet its housing land requirement in full. Consequently, if the development strategy in the MIR is adopted without modifications then it cannot deliver the requirements set by SESplan and Scottish Ministers.

The Council needs to give further consideration to more allocations for sustainable development to meet the housing land target set by SESplan.

This Report sets out the case why the Council's development strategy for Linlithgow should be focussed on sites on the eastern edge of the town and why Burghmuir should be allocated:

- development at this location is sustainable, and is within 1,600m (20 minute walk) of the town centre and Linlithgow Rail Station;
- the proposal will provide improvements along Blackness Road, particularly road safety;
- the site has the landscape capacity to accommodate this scale of development and avoid impacting on the setting of the town;
- the proposal does not adversely impact on the character of the local area and settlement; and
- additional infrastructure capacity such as the new motorway slips and school extensions will be provided to accommodate the proposed scale of development without detriment to existing communities.

The site is immediately effective. It is recommended that this site is allocated in the Proposed Plan.

200 homes at Burghmuir A would be completed by 2019 with the balance of 400 homes being delivered by 2024.

1. Vision

The vision by Wallace Land for this site reflects the six qualities of successful places set out in *Designing Places*, which are:

- Welcoming
- Adaptable
- Resource Efficient
- Safe and Pleasant
- Distinctive
- Ease of Movement

This overview of the proposal's key components demonstrates the vision of Wallace Land.

Welcoming

This proposal at Burghmuir provides an opportunity to create a new and fitting welcome to Linlithgow.

The development straddles Blackness Road which is the key eastern route into the town. A new green corridor along Blackness Road will herald the arrival to the town.

Access points from Blackness Road will provide vistas into the northern and southern parts of the site. To the north, a formal boulevard will form an impressive entrance leading to the proposed serviced site for a health centre, care home, hotel and the residential neighbourhood as well as the business park allocated in the Local Plan.

To the south of Blackness Road, a residential proposal is created with a linear park and a network of pedestrian prioritised streets.

To the east of Blackness Road, a serviced site for community sports area is provided.

All parts of the development will be in close proximity to quality open space, with pedestrian links to the Springfield, the town centre and the countryside. The proposal will have visual links to the countryside to the north and south of the development, particularly from the areas of open space.

A new signalised junction and pedestrian crossing over Blackness Road will control the flow of traffic into and out of the town.

Adaptable

The proposed movement hierarchy has defined areas for development whilst maximising permeability.

This resultant street network is very adaptable for future long term needs should redevelopment be necessary.

The land uses proposed are compatible with its surrounding context and relate to a location close to the motorway and having access to the town centre.

The proposal has a strong greenspace framework, which provides a variety of different types of open space and habitats suitable for recreation, amenity and biodiversity. These open spaces can adapt to future requirements.

The proposal will comprise a range of dwelling types, tenures and sizes. These will meet the needs of a variety of different households and will be socially inclusive. It will also include affordable homes in accord with Council's requirements.

Such measures will help to ensure the long-term sustainability of the development.

Resource Efficient

Frequent bus services run along Blackness Road. It is proposed that the town centre bus service is diverted through the site. The site's location will reduce reliance on the car as a mode of transport.

Additionally, shared surfaces will be incorporated to prioritise and encourage pedestrian movement within the development in accordance with *Designing Streets*.

Existing and additional structure planting will provide shelter from the prevailing wind. In particular, the established woodland edge to the west of the development provides shelter.

Building orientation for the hotel, health centre, and care home can utilise solar gain. Many of the new homes can also benefit.

A SUDS strategy is proposed for the site which will provide the required level of treatment of surface water prior to discharge to the surrounding watercourse network.

This will be designed to also provide amenity and biodiversity benefits. Detention ponds are proposed to maintain surface water discharges to greenfield levels.

Safe and Pleasant

This new neighbourhood is situated in a pleasant edge of town location. The design will respect the surrounding countryside atmosphere, whilst introducing new facilities to the east of the town.

All open spaces will be actively overlooked, and a linear park to the south of the development is a continuation of greenspaces in the Springfield neighbourhood.

The movement around the proposal will be prioritised for the pedestrian. Shared surfaces will be provided where possible, and street design in accord with *Designing Streets* to slow traffic and provide interaction between housing and street.

Play areas and open space are provided within the development and are easily accessed. The proposals accord with the principles in *Secured by Design*. All play areas, open space and parks are overlooked passively by adjacent buildings.

The ever-present view of the surrounding countryside, combined with safe, pedestrian prioritised spaces deliver a proposal with a safe and pleasant environment.

Distinctive

The site lies on a gentle ridge line, allowing views out to the surrounding countryside. This provides an opportunity to link the proposal to its location.

Blackness Road is the major route into Linlithgow from the east and its tree-lined approach is distinctive. This greenspace approach will be retained and enhanced, providing a fitting welcome to Linlithgow from the east.

The proposal is setback from Blackness Road enabling this greenspace framework to be enhanced. Existing field trees and beech hedge will be retained where possible. These existing landscape features will be substantially supplemented with new trees and other planting.

The northern half of the proposal will have a public park at the centre of the residential area, forming a focus for the development. The hotel will be set in a community park, which introduces an alternative type of greenspace to the development.

The southern half of the proposal will have a linear park running along its entire southern boundary.

At its eastern edge, the proposal provides a serviced site for community sports and leisure uses incorporating a dance studio.

Ease of Movement

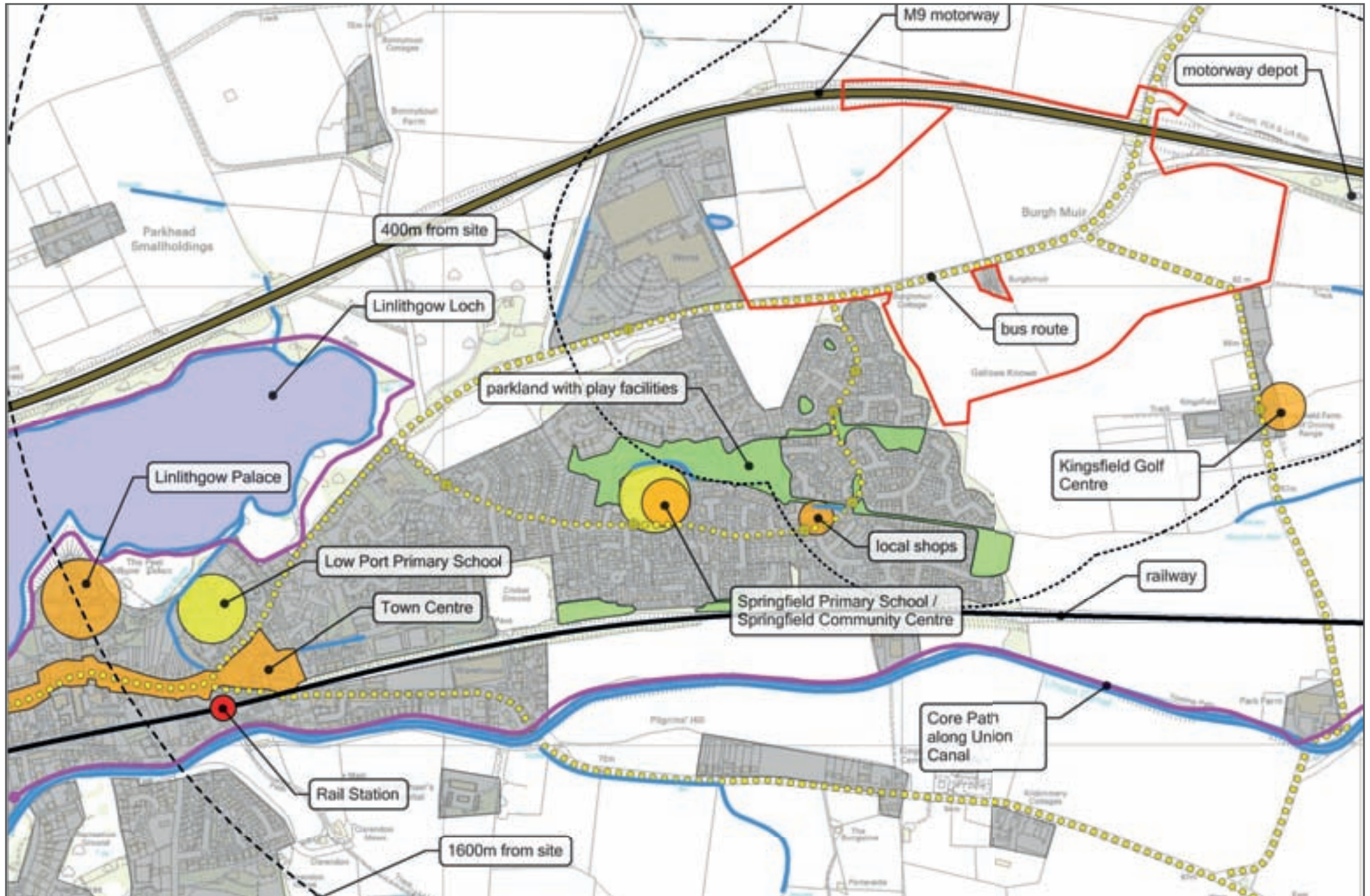
A clear movement hierarchy is proposed which allows ease of movement through the proposal. Pedestrian movement will be prioritised over traffic in residential areas.

The main accesses into the proposal are from Blackness Road. The main access north of Blackness Road is a boulevard giving access to the proposed business park allocated to the north t

Movement around the proposal is focussed on providing pedestrian and cycle access to the communal greenspaces, the wider green network and to the existing neighbouring urban areas.

All parts of the proposal have easy access to the bus services along Blackness Road. The town centre bus service will be extended into the proposal, both north and south of Blackness Road.

Shared surfaces, will be incorporated into the residential areas in accord with *Designing Streets* prioritising pedestrian movement



2. Sustainability of Location

The sustainability of this location has been assessed with regard to:

- Connections to the surrounding area
- Accessibility to public transport
- Proximity to services and amenities

All of the Preferred Sites selected by the Council south of the railway line will add significantly to traffic congestion in the High Street and trigger the designation of an Air Quality Management Area.

Connections to the surrounding area

Access to the site will be from Blackness Road. It is not possible to connect into vehicular routes within the adjacent Springfield suburb from the west.

Wallace Land is promoting the construction of the motorway slips as part of this proposal. The overall cost of delivering these slips is around £5M and this forms an integral part of the proposal, should the whole site be allocated in the Proposed Plan.

Falkirk Council has approved the motorway slip to the north. Transport Scotland has already approved the principle of these slips joining the motorway.

Burghmuir is the only proposal which can deliver the motorway slips and thereby reduce traffic congestion in the High Street.

Accessibility to public transport

The site has excellent public transport links to the town centre, and further afield, with bus services passing along Blackness Road through the middle of the site. These services head into the town centre and the wider area.

Bus services operate along Blackness Road at a frequency of approximately 4-7 per hour in each direction during morning and evening peak periods. The whole site is well within 400 metres of these existing bus services along Blackness Road.

There are currently no bus stops along the stretch of the Blackness Road which runs through the site. New bus stops will be provided on Blackness Road to maximise connectivity to these bus services.

Some of the existing bus services stop in the neighbouring Springfield suburb. These bus stops are within an easy walking distance of 400 metres from the western part of the site.

The Council agrees that the existing town centre bus service will be diverted through the site, reducing the need for reliance on the car as a mode of transport.

Linlithgow Rail Station is within 1,600m walking distance of the site.

Proximity to services and amenities

The site is within reasonable walking distance (1,600m) of many of the facilities in the town, including the town centre.

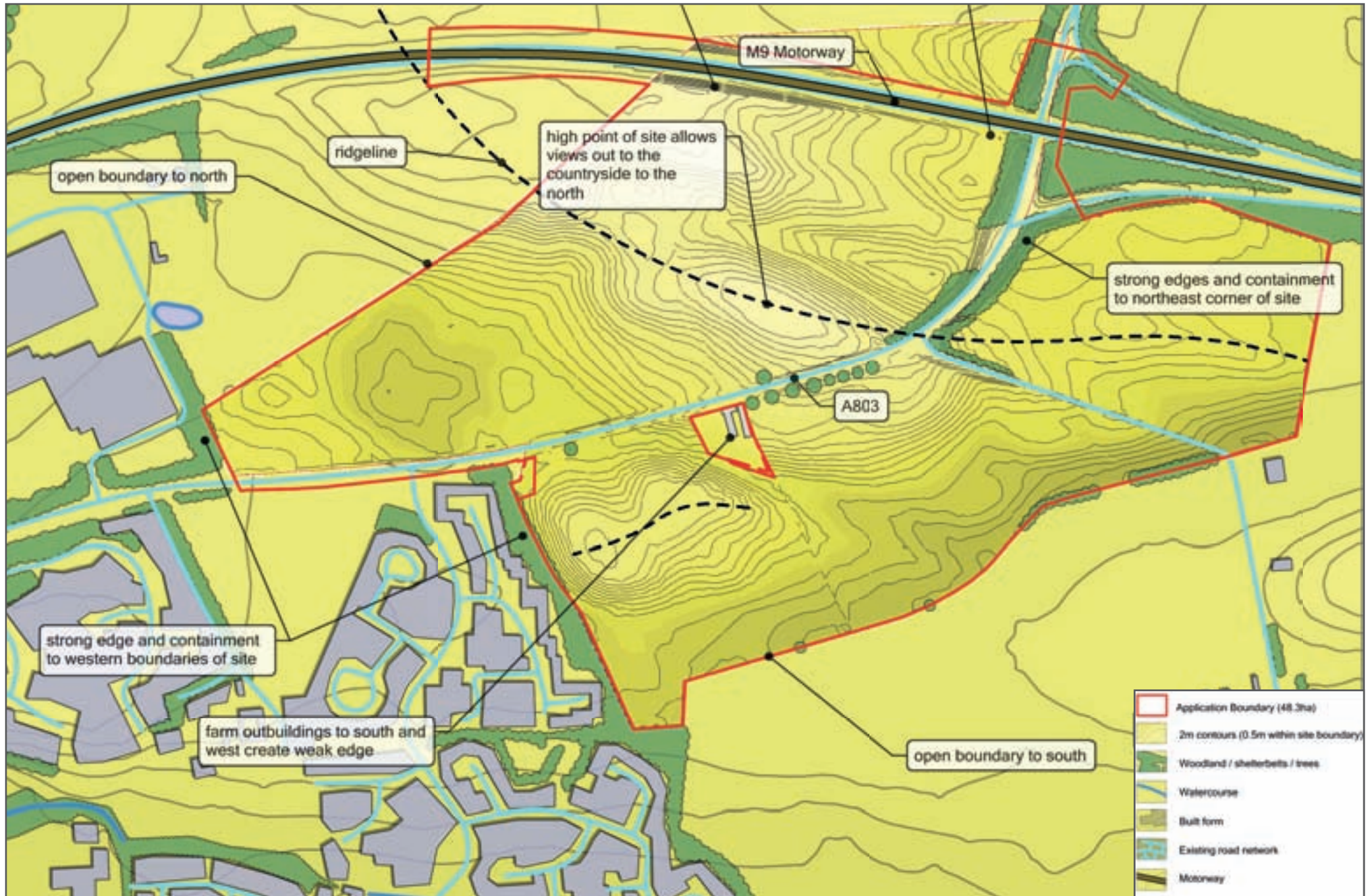
The High Street is vibrant and has a wide range of shops and services, together with visitor attractions, such as Linlithgow Palace, and high quality amenity spaces, such as Linlithgow Loch.

Springfield Primary School is an easy walk from the proposal, has existing capacity to accommodate further pupils and functions as the local community centre.

This Primary School is within a parkland setting through which passes a remote footpath network. This parkland also incorporates equipped play areas within walking distance of the site.

The neighbouring Springfield suburb has a parade of local shops within 400m of the site.

Both the Primary School and the local shops are readily accessible from the site via a well established remote footpath network.



3. Site Appraisal

The site has been assessed with regard to the following aspects:

- Physical assets and characteristics
- Noise
- Topography, Hydrology and Engineering
- Flooding
- Cultural Heritage
- Ecology
- Air Quality

Physical assets and characteristics

This site is greenfield land and is used for arable agriculture. The site is prime quality agricultural land.

All of the greenfield Preferred Sites selected by the Council in Linlithgow are on prime quality land.

The site has an undulating topography, with a ridge running generally from the northwest to the southeast. The western part of the site slopes down towards the town and the northeastern part slopes down to the M9.

The northwestern boundary is delineated with a field boundary, which is part stone wall and part hedge. The remaining western boundary joins to the existing edge of Linlithgow. This includes the edge of the A803 and the backs of houses of the Springfield neighbourhood.

The eastern edge of Springfield consists of a mature belt of structure planting, providing containment to this corner of the site.

The southern boundary of the site is a field boundary, consisting of a hedge with several large hedgerow trees.

The eastern edge of the site is formed by an access road from the A803 to the roads maintenance depot to the south side of the M9.

The northern boundary of the site abuts the M9 to the A803. The boundary continues along the edge of the A803 and the eastbound slip coming from the M9.

The site is adjacent to the existing neighbourhood of Springfield which is bounded by woodland where it meets the site boundary. This wooded edge retains the visual amenity currently experienced by existing residents.

The site also bounds the C(S) listed farmstead of Burghmuir. The proposal has been designed to ensure that the setting and residential and visual amenity of the existing residents is protected.

The corner of the northern part of site abuts the allocated business park. The proposal is a compatible land use with this business park.

The existing mature trees on Blackness Road will be retained. The visual amenity experienced by existing users will be retained.

The proposal complies with Local Plan Policy on the protection of amenity.

Noise

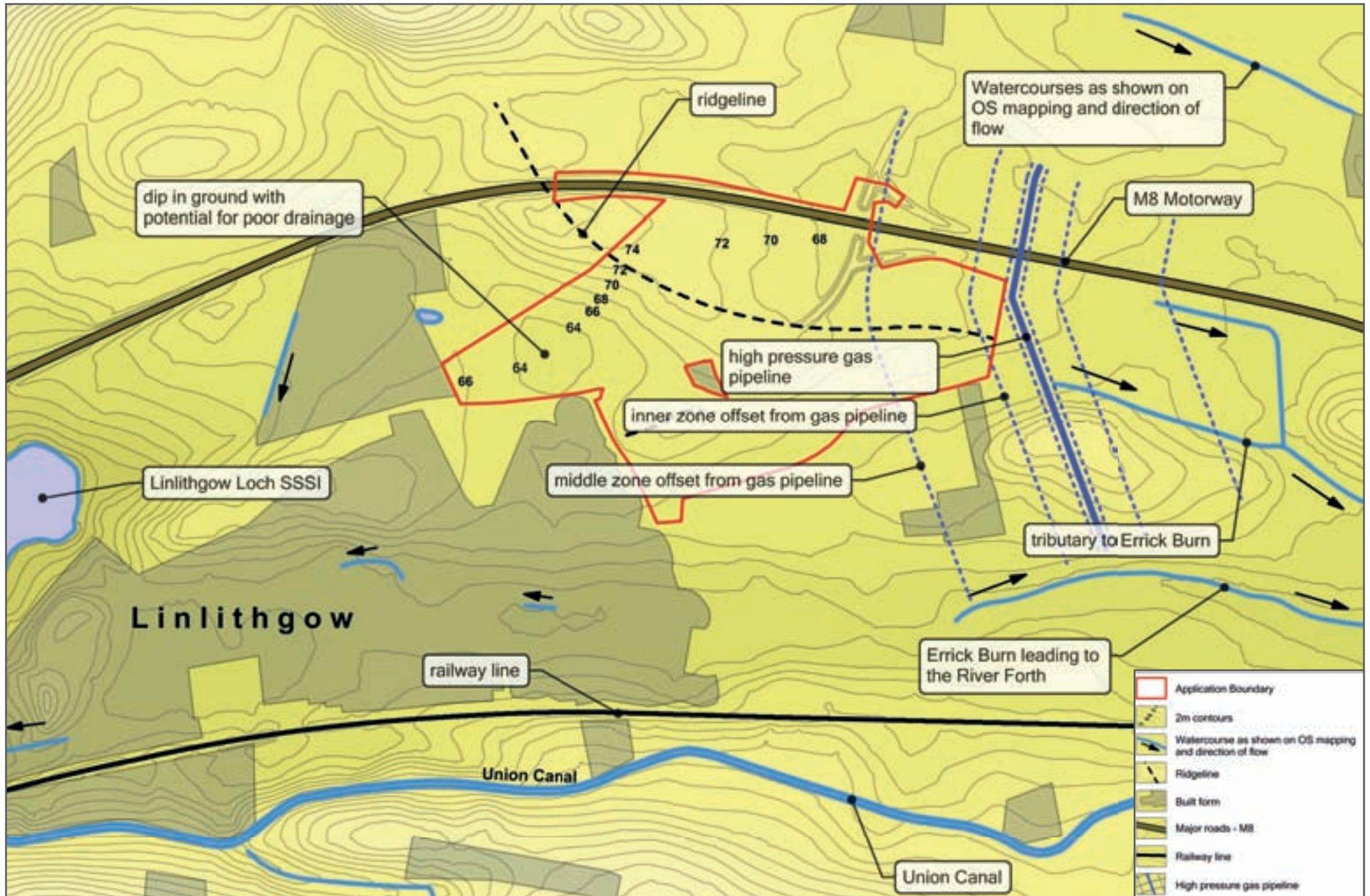
A Noise Assessment has been carried out for the proposal. The proposal will generate and redistribute traffic onto the M9 and will also increase traffic flows along Blackness Road adjacent to the proposal.

The proposal will be affected by noise from road traffic on the M9. The Assessment considered a range of noise mitigation options, concluding that a 4m high acoustic barrier next to the motorway would significantly reduce noise to acceptable levels.

Other mitigation measures, such as the orientation of houses to shelter private gardens from road traffic noise, further protect amenity and health.

The Assessment demonstrates that predicted noise levels are unlikely to cause loss of amenity provided the mitigation measures are implemented.

The traffic generated by the proposal does not affect the amenity of existing dwellings adjacent to the affected roads.



Topography, Hydrology and Engineering

The ridge line running across the site roughly demarks the edge of the water catchment area for Linlithgow Loch SSSI.

The remaining part of the site drains towards Errick burn and its tributaries. Errick burn discharges in the River Forth roughly 3,000m away from the site to the northeast.

This divide created by the ridge needs to be taken into consideration with regards to SUDS.

There are no burns on the site, and the nearest is a tributary to Errick Burn, roughly 150m to the east of the site watercourse.

A high pressure gas pipeline runs approximately north south adjacent to the east of the site. Discussions with HSE have confirmed the consultation zones within the eastern edge of the site. Community sports use is permitted development within the inner and middle zones subject to use and scale.

Flooding

A Flood Risk Assessment has been carried out for the site.

No watercourses were observed within the site boundaries, but a small unnamed stream originates near to the eastern boundary and flows east away from the site.

There is a small spring to the north of the site, which is located in land allocated for economic use.

The main risk of flooding of the site is from surface water runoff and this spring.

No significant volumes of surface water runoff are expected to enter the site from adjacent land.

The Council, SEPA and Scottish Water agree that surface water discharge from the proposal shall be to Linlithgow Loch, for the area north of Blackness Road, and to the Errick Burn for the area to the south.

The surface water will be attenuated to greenfield release and be capable of attenuating the 1:200 year flows in accordance with the Flood Risk Assessment and Council requirements.

Ecology

An Ecological Assessment has been carried out for the site and the proposal. This Assessment confirms that overall the diversity and rarity of habitats on the site is not significant.

Ecologically, the site has limited merits due to the intensification of agricultural use in the fields. The areas of importance are the hedgerows and mature trees. Mature trees provide opportunities for roosting bats and breeding birds and are an important resource within the surrounding landscape.

The ground is arable, and possibly grazed at other times, reducing diversity and consequently the range of invertebrates, small mammals, and birds associated with rich grassland.

The site's main ecological diversity and conservation interest is concentrated in the woodland element such as the existing mature trees, plantation strips and hedgerows.

The only protected species, which may be present on the site, are bats. There are no bat roosts located in the site itself, but roosts do exist in the buildings of Burghmuir Farm. The hedgerow and treeline along the A803 is a commuting and foraging route for bats.

There is no Japanese knotweed within the site although it is present to the rear of the farm buildings at Burghmuir Farm.

There are nesting opportunities for birds available in plantation woodland strips, mature tree, hedgerows and shrubs, with a number of species recorded around the site.

There is an opportunity to form a strong landscape and ecological framework that has inherent value, designed to link areas of existing habitats. This will enable habitats to be enhanced. Mature trees should be retained as a commuting and foraging corridor for bats.

With regard to birds, impacts on the mature trees along the A803 should be avoided, particularly during the core nesting season (March to July, and up to September for some breeds)

Air Quality

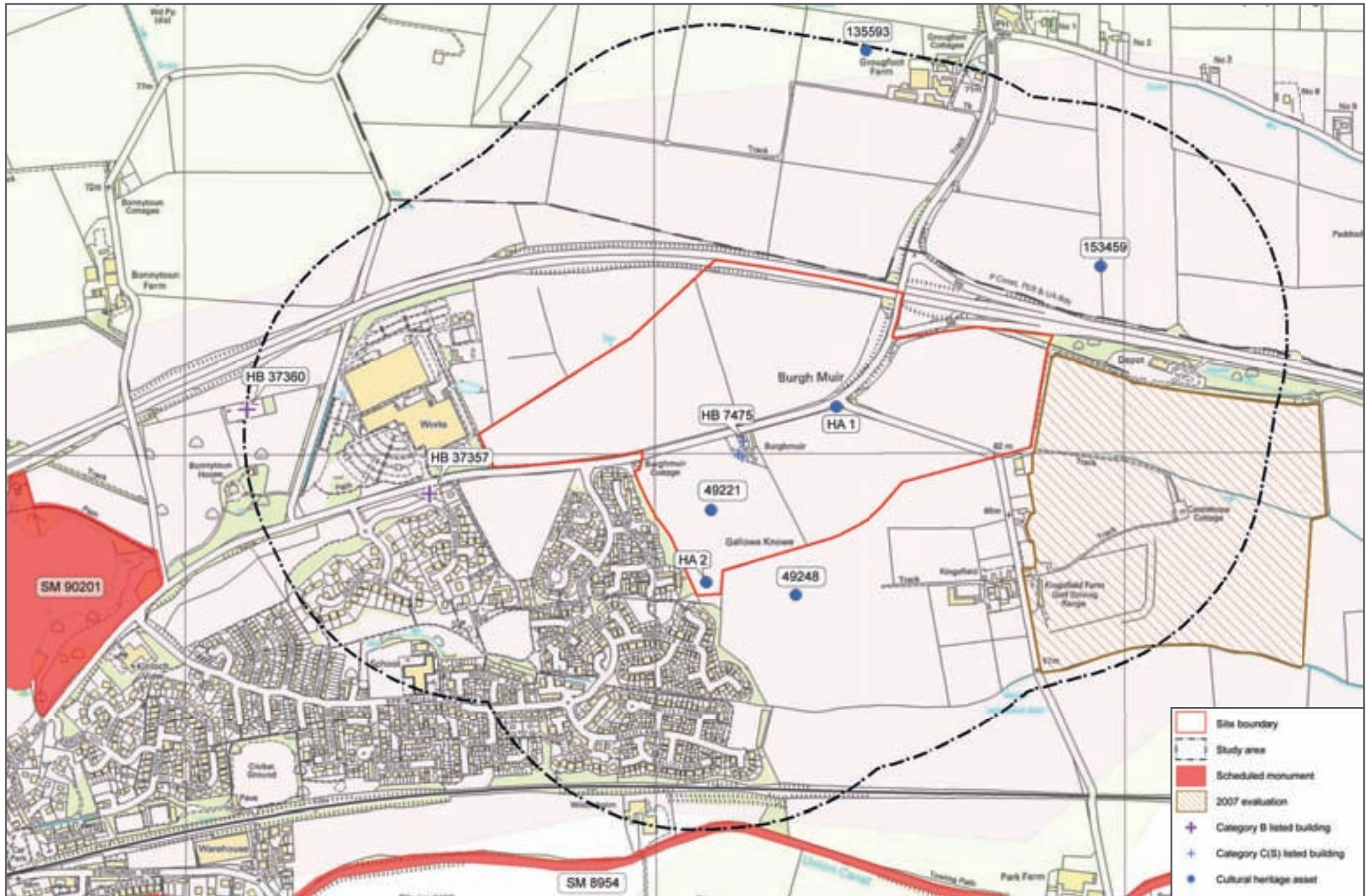
An Air Quality Impact Assessment (AQIA) has been carried for the proposal.

The Council has advised that the High Street and Blackness Road in Linlithgow town centre are within a proposed Local Air Quality Management Area (LAQMA).

The AQIA assesses air quality in the study area against traffic impacts arising from the development and the redistribution of traffic related to the motorway slips.

The proposal will generate and redistribute traffic onto the M9. The proposal will reduce traffic flows on Blackness Road and the High Street.

The Assessment demonstrates that existing levels of air pollution within the proposal are well below the relevant annual mean objectives for NO₂ and PM₁₀. Therefore the proposal is unlikely to be affected by exposure to air pollution.



The proposal will increase local air pollution on some sections of the A803 but the increases are of negligible overall significance and is likely to cause a slight reduction in air pollution within the proposed LAQMA.

The results from this analysis determine that the proposal will not have significant adverse impact within the study area and will not increase air pollution within the proposed LAQMA.

Cultural Heritage

The potential impacts of the proposal upon both the physical fabric and setting of cultural heritage assets have been considered in an archeological assessment including a metal detecting survey.

Recorded cultural heritage assets within the site are restricted to a C(S) listed farmstead, the subsurface remains of a 19th century building and a smallpox hospital.

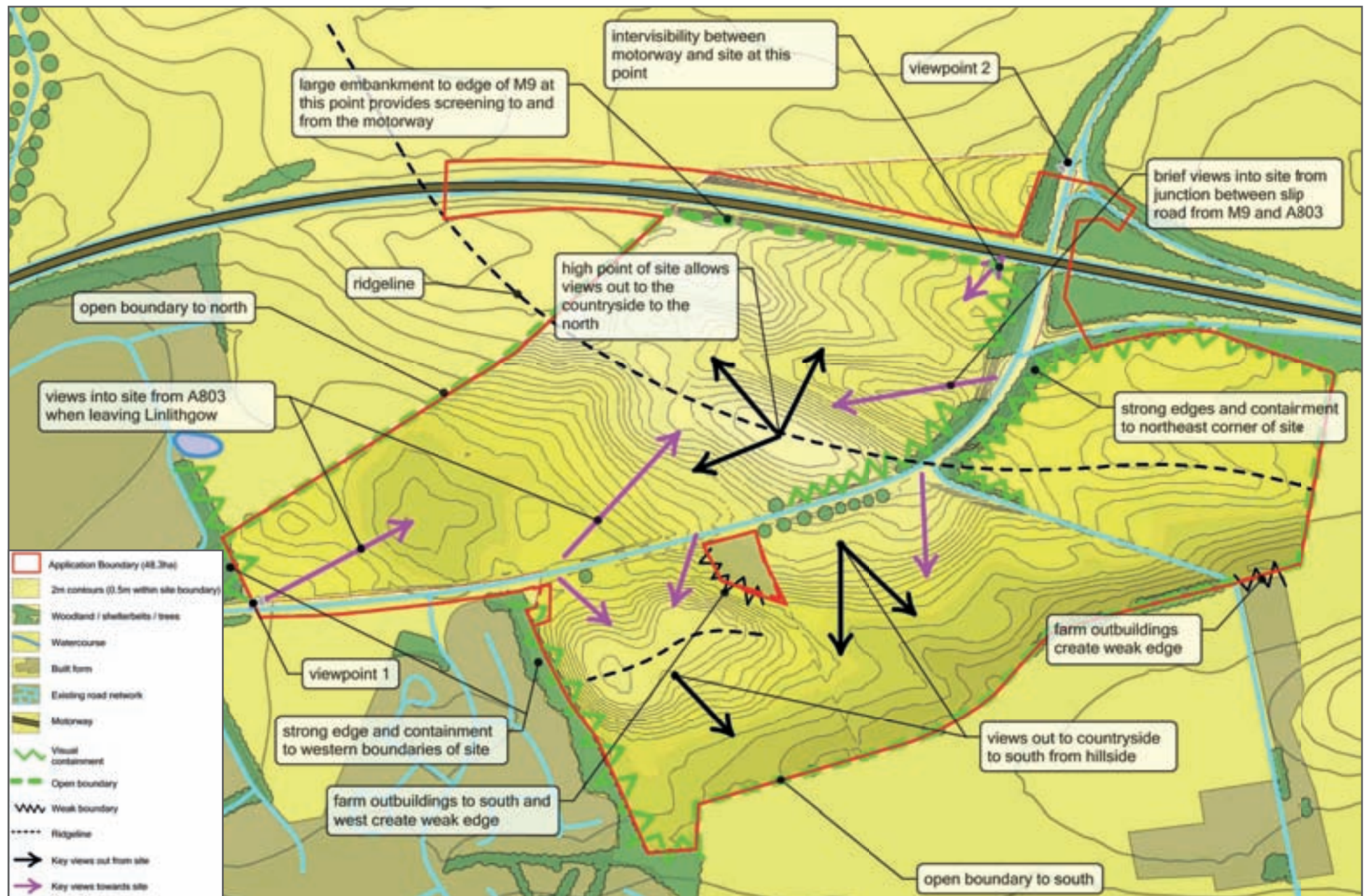
A number of finds were obtained from the two sets of metal detecting surveys on the site. A bronze age axe head is the most significant find from these surveys and this has been investigated by the National Museum of Scotland.

No cultural heritage assets have been recorded previously within the motorway slips area and there is a low potential for previously unrecorded assets to be present in this location.

A programme of archaeological evaluation agreed through a Written Scheme of Investigation, will determine the presence of any further cultural heritage assets through the realisation of their value as a data source. This will reduce physical impacts to negligible significance.

The development of the fields adjacent to the C(S) listed farmstead of Burghmuir will impact upon its setting, but its cultural significance will remain unaffected. This is considered to constitute an impact of minor significance and the development proposals around the listed farmstead will ensure that its setting is respected.

No significant impacts on the setting of cultural heritage are predicted.



4. Landscape Assessment

A Landscape and Visual Impact Assessment (LVIA) has been undertaken in order to evaluate the effects of the proposal, including the west facing slips to the M9 and associated junction upgrade, on the landscape and visual resource.

This LVIA identifies and describes the landscape and visual effects of the proposal

The site is free from any landscape or environmental designations, but is located close to two Areas of Great Landscape Value (AGLV).

Although the town has undergone much expansion over the past twenty years, Linlithgow still retains much of its original character and also houses the Category A Listed Linlithgow Palace.

A large area of Linlithgow town centre is designated as a Conservation Area. In recent years, much new residential expansion has taken place on the eastern, southern and western edges of the town. Expansion to the north has been constrained by the M9 motorway and Linlithgow Loch.

The landscape around northeast Linlithgow is a predominantly gently rolling terrain of arable farmland belonging to the *Coastal Margins* landscape type, and is more specifically located within the *Linlithgow / Queensferry Farmlands* character area.

This character area is described as having a rolling terrain with some prominent igneous outcrops and a predominantly agricultural character. There is significant woodland cover, mainly concentrated within private estates.

Boundaries of the proposal tend to be either well-maintained or overgrown hedgerows with lines of oak, ash or sycamore as common field boundaries. This lends a distinctly green and rural character to the area.

The dominance of the M9 motorway between Edinburgh and Stirling, and the main Edinburgh to Glasgow railway line dissect the character area and disrupt the otherwise rural character of farmland and estate landscapes.

The second Forth Road Bridge crossing and associated development also further disrupt this landscape further east.

The landscape is recognised as remaining largely intact, with the exception of dissection by the M9 and Edinburgh to Glasgow railway line. It maintains a prevailing rural character despite these intrusions.

The site is typical of the broader surrounding landscape character, comprising gently undulating arable farmland with defined field boundaries on all sides except the north eastern corner.

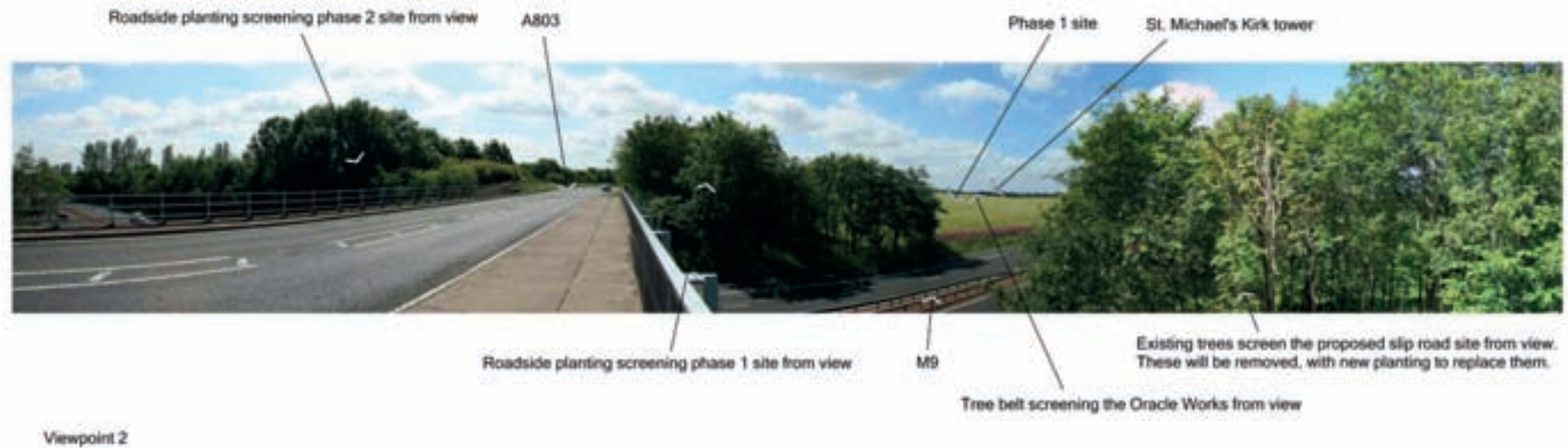
At this point, the boundary cuts through the bottom corners of two fields which is dissected by the route of the M9 motorway.

The topography of the site is generally raised to the centre, gently sloping down towards the south west, and slightly down towards the north east before meeting the embankment of the M9.

Although the site is currently used for arable farming it is located in an area of transitional character resulting from its close proximity to a number of influencing urban elements.

This landscape character is strongly influenced by the local context of:

- The settlement edge to the south;
- Proximity to the M9 and its strong woodland boundary treatment at Junction 3;
- Proximity to the Oracle works and its strong eastern boundary of structure planting;
- Well defined existing hedgerows;
- Bisection by the A803;
- Low stone walls and open roadside field boundaries providing open views within the immediate landscape context



The visual context for the site is limited by a combination of factors:

- Dense structure planting marking the eastern boundary of the town;
- Gently undulating topography of the site which will vary visibility of the site from the local transport network;
- Structure planting associated with the M9;
- Existing boundary treatments along the A803 and unclassified road to the south east;
- Existing field boundaries which mark the extent of the site; and,
- Allocated employment land adjacent to northern boundary of the development site.

Distant and local views from the north are largely limited by existing tree cover within the landscape, the embankment and planting associated with the M9.

Views from the west are already largely screened by the existing built form of Linlithgow and boundary woodland planting.

Views from the south and east will change, but mitigation from proposed tree planting will help the development to integrate into the existing character of the landscape.

Views toward the proposal from the Palace and associated Peel are largely contained by the surrounding built form with views towards the wider landscape limited by the immediate landscape structure.

Direct views to the site will largely be available from the A803 and the unclassified road which turns to the south east off the A803, as these roads pass through the site itself.

The extent of site visible along Blackness Road varies to reflect the change in boundary treatments along its length as roadside vegetation becomes increasingly dense. Views towards the site become more limited when travelling east towards the slip road to the M9 (refer to Viewpoints 1 & 2 opposite).

Significant localised landscape effects will be created within the site itself from the direct physical effect of the change in land use from greenfield to built form, and to the immediate landscape character of the site.

The site has little visual relationship with the neighbouring residential developments to the east of the town. The proposal is only visible along Blackness Road and the east facing motorway slip.

To help minimise the visual impact, the proposal provides a mix of uses appropriate to a transitional landscape between the surrounding rural character and urban character of Linlithgow.

The landform of the site is undulating, especially to the north of the A803. The larger buildings of the proposal have been located to the west of the site where the land is lower and less visually intrusive. A landscape buffer will be created along the length of Blackness Road.

Retention of the existing vegetation and the addition of further structure planting along the northern boundary adjacent to the M9, and alongside the northern and southern edges of the A803 will contribute positively to the landscape setting of the new development. It will also aid in integrating the new development into the existing landscape framework in character with the existing landscape components.

Additional structure planting along the northern boundary of the proposal will appear as an infill to the existing planting along the M9 at both Junction 3, and to the north west of the Oracle works. This will restrict available views from the M9, which are already largely contained by the motorway embankment.

Further enhancement of the existing boundary planting around the north, east and southern edges of the proposal south of Blackness Road further screens views to the site from the M9. This will supplement the existing landscape framework.

The western boundary of the proposal will enhance the existing dense woodland which marks the eastern edge of the existing Springfield development.

These areas of structure planting will connect into existing planting and therefore add to the biodiversity network.

No effects on the wider landscape are considered significant and no effects as a result of the proposed slip roads are considered significant.

The landscape at this location is considered to be capable of absorbing the proposal.

The LVIA confirms that this is an appropriate location for this type of development and the proposal achieves a good landscape fit.

SEA Site assessment – Burghmuir, Linlithgow

Site Ref	Site Name	Promoter	Air			Biodiversity			Climatic Factors		Cultural Heritage					Landscape & Townscape			Material Assets			P&H	Soil	Water		
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
EOI-0103	Burghmuir, Linlithgow	Wallace Land	X	X	X	✓	✓	✓	✓	?	✓	✓	✓	✓	✓	X	✓	X	/	X	X	X	X	X	/	WLC Assessment
EOI-0103	Burghmuir, Linlithgow	Wallace Land	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	X	✓	✓	Geddes Consulting Reassessment	

Scoring Justification for Burghmuir against SEA Factors

Air	Biodiversity	Climatic Factors	Cultural Heritage	Landscape & Townscape	Material Assets	Population and Health	Soil	Water
<p>1. <i>Avoid AQMAs:</i> The site is not located within an Air Quality Management Area. The delivery of the motorway slips will provide the solution to the worsening of the air quality in the town centre.</p> <p>2. <i>Good proximity to jobs / services:</i> All new homes will be within reasonable walking distance of a number of amenities including a primary school, local shops and town centre.</p> <p>3. <i>Good access to existing or proposed public transport:</i> All new homes will be within easy walking distance (400m) of existing bus services located on Blackness Road.</p> <p>All new homes will also be within reasonable walking distance (1600m) of Linlithgow train station.</p>	<p>4. <i>Avoid adverse affect on designated international nature conservation sites:</i> Development of this site will not affect any of these designations.</p> <p>5. <i>Avoid significant effect on designated national/regional / local biodiversity sites & ancient woodland:</i> There are not designations on or adjacent to the site. Development of this site will not affect any of these designations.</p> <p>6. <i>Avoid adverse direct impact on species / habitats or makes positive contribution to emerging green network:</i> The proposed SUDS and open space strategy will improve and enhance the biodiversity of the site linking in with the existing greenspace network to the west of the site in Springfield. Garden areas will also enhance biodiversity within the site.</p>	<p>7. <i>Occupy a relatively efficient location in terms of energy consumption:</i> The site is located adjacent to existing bus services and Linlithgow train station, and within reasonable walking distance of local services and amenities, reducing the need for car journeys.</p> <p>8. <i>Occupy a location at risk of increased flooding or instability due to climate change:</i> The Flood Risk Assessment and SEPA flood risk map indicates that the site is not located in an area at risk of fluvial flooding.</p>	<p>9. <i>Avoid adverse effects on listed buildings:</i> The development of the fields are adjacent to the C(S) listed farmstead. Development of this site will not adversely impact the setting of this Listed Building as confirmed in the Cultural Heritage Assessment.</p> <p>10. <i>Avoid adverse impacts on Scheduled Ancient Monuments:</i> There are no SAMs within or close to the site.</p> <p>11. <i>Avoid adverse impact on locally important archaeological sites:</i> There are no significant adverse impacts.</p> <p>12. <i>Avoid adverse effects on Gardens and Designed Landscapes:</i> There are no Gardens or Designed Landscapes within the vicinity of the site.</p> <p>13. <i>Avoid adverse effects on Conservation Areas & or other areas of architectural historic or townscape interest.</i> The site is not located within a Conservation Area.</p>	<p>14. <i>Avoid AGLVs / Areas of Special Landscape Control / Areas of Special Control:</i> The site is not located within an AGLV. Development of the site will not impact on any designation.</p> <p>15. <i>Avoid conspicuous locations that require extensive landscape / structural planting:</i> The site is well contained by existing landscape and development to the west and motorway to the north. It is not a conspicuous location.</p> <p>16. <i>Avoid loss of / adverse effects on public open space/improve open space provision (quantity / quality):</i> The proposal includes public open space to meet Council requirements and improves the existing path network, making greenspace network publicly available.</p>	<p>17. <i>Avoid loss of land important to avoidance of coalescence / preservation of settlement identity:</i> The development of this site does not cause coalescence. The greenspace framework proposed maintains the settlement's identity and safeguards the landscape character of Blackness Road.</p> <p>18. <i>Safeguard mineral resources from sterilisation:</i> The site is not within an Area of Search for opencasting as currently identified in the WLLP.</p> <p>19. <i>Minimise use of Greenfield Land:</i> The site is currently used for agriculture and is Greenfield land.</p>	<p>20. <i>Avoid co-location of sensitive development with industrial facilities / economic allocations:</i> Wallace Land has prepared a Development Framework for this site.</p> <p>The proposal for mixed use development at Burghmuir is adjacent to land allocated for economic development. The location of housing and economic development as proposed in this Development Framework is mutually compatible. The economic development will not adversely affect the amenity of the residential development.</p>	<p>21. <i>Avoid loss of prime quality agricultural land and peatland:</i> The site is located on prime agricultural land as confirmed in the Macaulay Land Capability for Agriculture Mapping.</p> <p>British Geological Mapping indicates that the site is not located in an area of peatland.</p> <p>All greenfield Preferred Sites in the Linlithgow development strategy are located on prime quality agricultural land.</p>	<p>22. <i>Maintain status of baseline water bodies:</i> SUDS will be incorporated as part of the overall greenspace framework for the site.</p> <p>The SUDS strategy will ensure that there is no degradation of the existing water quality, including the Linlithgow Loch SSSI.</p> <p>23. <i>Minimise flood risk (on site or elsewhere):</i> The SEPA flood risk map indicates that the site is not located in an area at risk of fluvial flooding.</p> <p>The SUDS strategy for the site will ensure that surface water runoff is maintained at greenfield levels.</p>

Note: Assessment informed by scoring by Council for similar greenfield sites in West Lothian Local Development Plan Strategic Environmental Assessment Environmental Report

5. SEA Site Assessment

The Council's Site Assessment for Burghmuir is set out in Appendix 2B of the Council's *Environmental Report*.

A reassessment of the site has been undertaken, which is informed by a comprehensive site appraisal, further technical appraisals and applying sound place making principles which can be implemented on site.

This reassessment of the proposal against the criteria indicates that the site scores more favourably in a number of areas when compared with the Council's assessment.

This appraisal is set out on the opposite page along with justification. There are nine criteria where this reassessment differs from the Council's Site Assessment.

Air

The site is not located within an Air Quality Management Area. The delivery of the motorway slips will provide the necessary solution to the worsening of the air quality in the town centre. Accordingly, the proposal has no significant adverse effects.

All new homes will be within reasonable walking distance of local services and amenities, including primary school and local shops. The site has good proximity to jobs and services. Accordingly, the proposal has no significant adverse effects.

All new homes will be within easy walking distance (400m) of existing bus services located on Blackness Road and the new town centre service introduced into the proposal. All new homes will also be within reasonable walking distance (1600m) of Linlithgow train station. Accordingly, the proposal has no significant adverse effects.

Climatic Factors

The Flood Risk Assessment and SEPA flood risk map indicates that the site is not located in an area at risk of fluvial flooding.

Landscape & Townscape

The site is well contained by existing landscape and development to the west and motorway to the north. It is not a conspicuous location as demonstrated by the LVIA. Accordingly, the proposal has no significant adverse effects.

Population and Health.

The proposal for mixed use development at Burghmuir is adjacent to land allocated for economic development. The location of new housing and this economic development as proposed in this Development Framework is mutually compatible. The economic development will not adversely impact the amenity of the residential development.

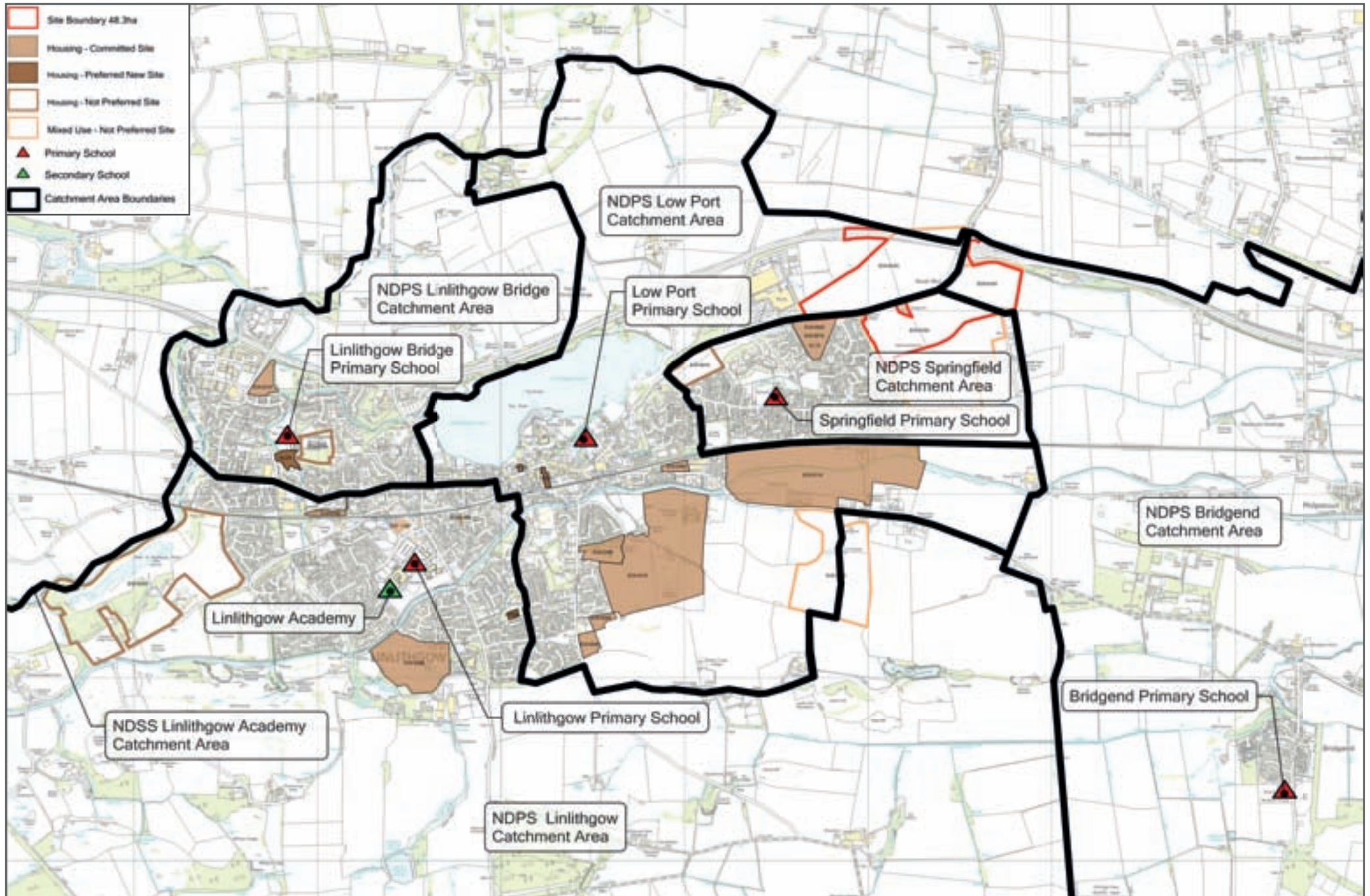
Water

SUDS will be incorporated as part of the overall greenspace framework for the site.

The SUDS strategy will ensure that there is no degradation of the existing water quality, including discharges to the Linlithgow Loch SSSI, as well as ensuring surface water runoff is maintained at greenfield levels. Accordingly, the proposal has no significant adverse effects.

Conclusion

It is evident that this proposal is in a sustainable location which will not create an unacceptable adverse impact in terms of environmental or land use considerations.



6. Education Infrastructure Impact

Non-denominational Education Infrastructure

The proposal is within the catchment areas of Springfield and Low Port Primary Schools as well as Linlithgow Academy.

The Council considers that the northern part of Burghmuir which is in the Low Port Primary catchment area, can be redesignated to the Springfield Primary catchment area.

Springfield Primary has capacity for 415 pupils. The Council's 2012 Base School Forecast project a sustained decline in the pupil roll at Springfield Primary School. It is the only primary school in Linlithgow with significant pupil capacity available.

The pupil roll is forecast to fall to 289 pupils in 2019. This means that there are available pupil places in Springfield Primary.

The Council's preferred development strategy identifies Boghall East (EOI-0015) as a Preferred Site in the Springfield Primary School catchment area. The capacity of this site is 50 homes.

Boghall East, together with the proposed development of 600 homes at Burghmuir, can be accommodated Springfield Primary. The Council has agreed that this school needs to be extended once 250 to 300 homes are built.

Both Burghmuir and Boghall East can be accommodated at Springfield Primary School, with modest education infrastructure improvements.

Wallace Land is willing to finance this extension to Springfield Primary.

The capacity of Linlithgow Academy is 1,320 pupils. Wallace Land has commissioned an Education Impact Assessment on education infrastructure at Linlithgow Academy.

This Education Impact Assessment concludes that there will be no breach in either the S1 Intake capacity or the overall pupil capacity at Linlithgow Academy, as a result of the proposal.

This takes into account Winchburgh CDA progressing in accord with the agreed build rate programmed in Housing Land Audit 2013 in the short term. It is expected that the new Winchburgh Academy will be built by 2018.

Denominational Education Infrastructure

The denominational schools for the proposal are St. Joseph's Catholic (RC) Primary School and St. Kentigern's RC Academy.

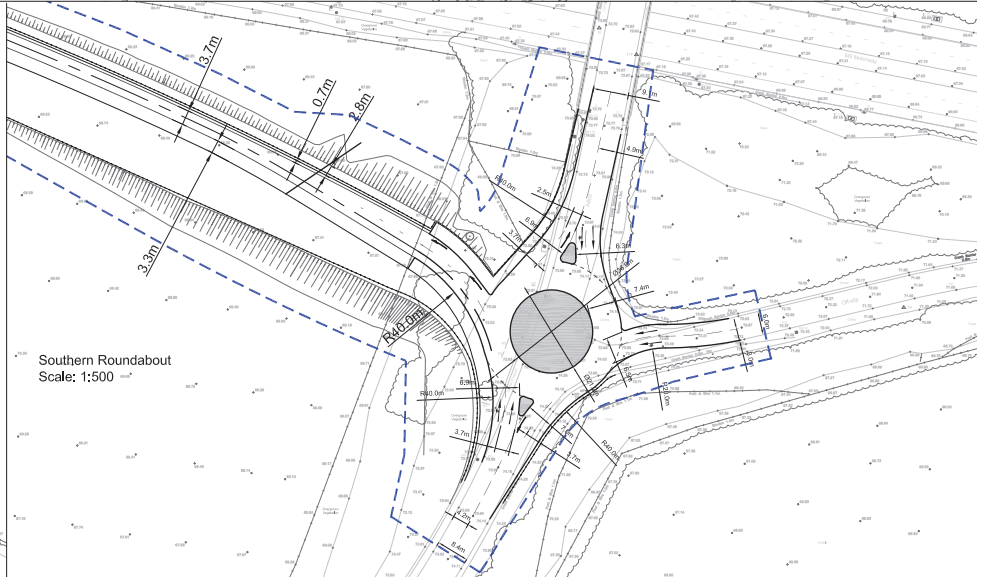
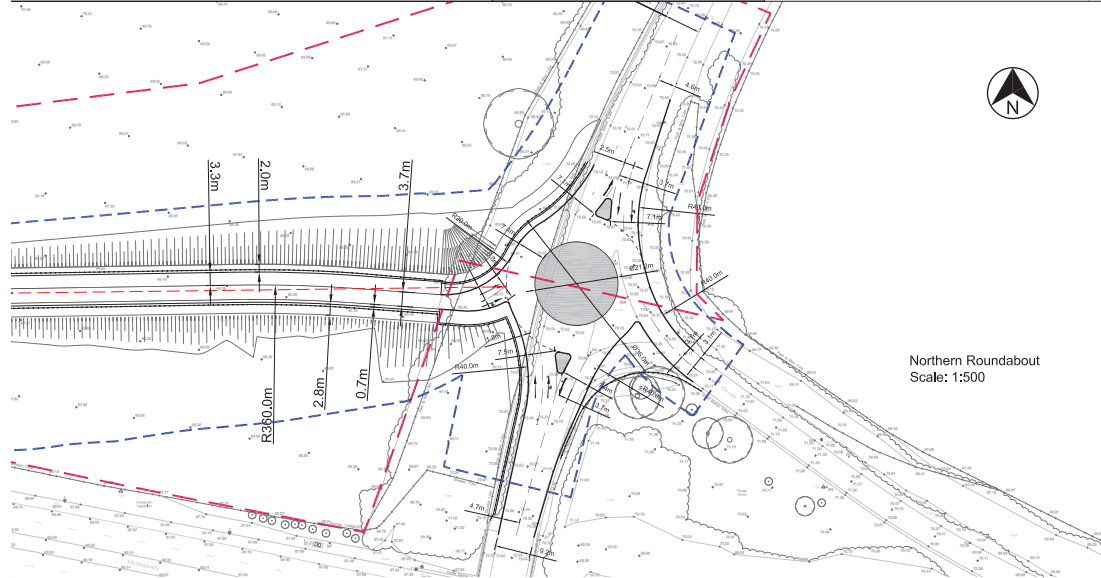
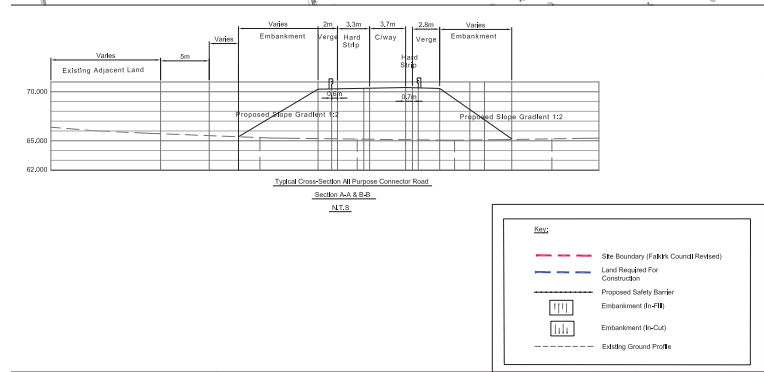
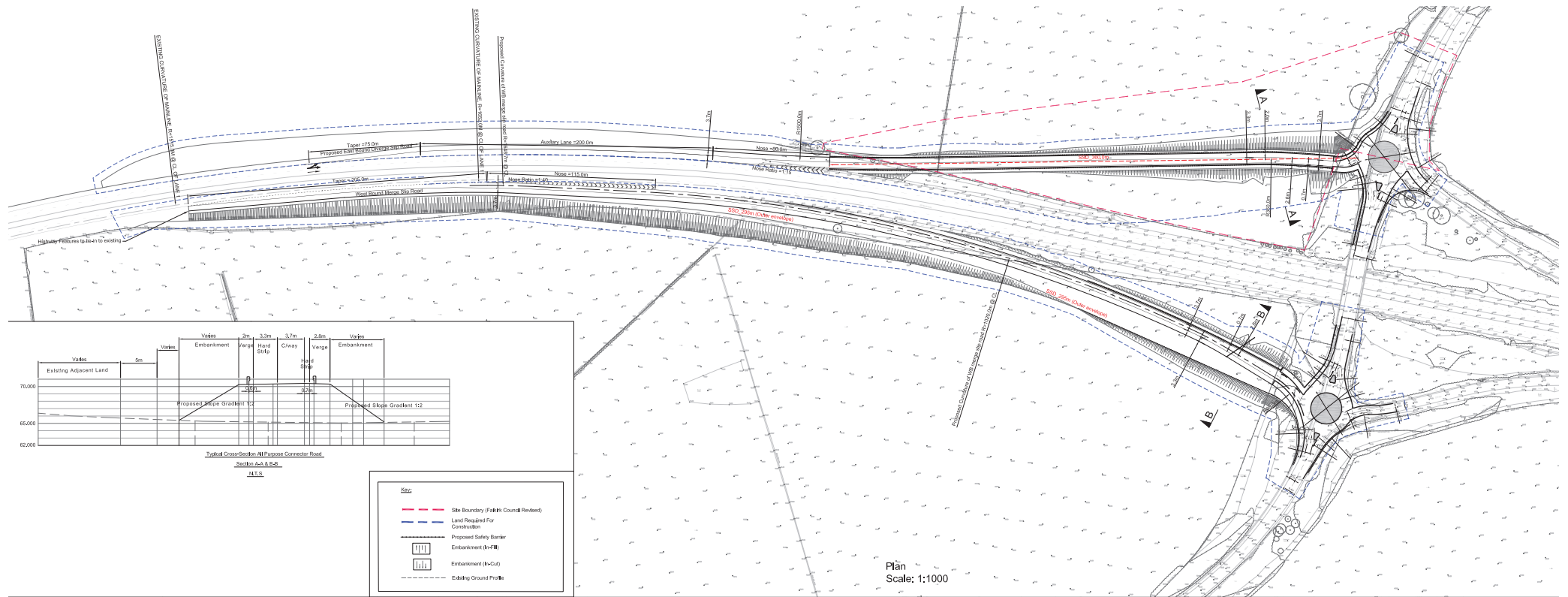
St. Joseph's Primary School has capacity for 198 pupils. According to the Council's 2012 Base School Forecasts the pupil roll will fall to 101 pupils in 2019.

There is sufficient capacity at St. Joseph's Primary School to accommodate the proposal subject to a further appraisal to determine whether a modest extension is needed to the dining area.

St. Kentigern's RC Academy has capacity for 1,430 pupils. According to the Council's 2012 Base School Forecasts the pupil roll will remain under capacity in the period to 2024. There is sufficient capacity to accommodate the proposal at St. Kentigern's Academy.

The Council has approved Supplementary Planning Guidance (SPG) for developer contributions to assist with the delivery of a new denominational secondary school at Winchburgh. The first phase of this new school is due to open in 2018 according to the Council's SPG Denominational Secondary Education Infrastructure.

Wallace Land is willing to make financial contributions in accord with the Council's SPGs to deliver denominational secondary education infrastructure in West Lothian.



7. Transport Infrastructure Impact

SESplan Policy 9(a) states that LDPs will ...*Safeguard land to accommodate the necessary infrastructure required to deliver the Strategic Development Plan as set out on Figure 2 and in the accompanying Action Programme.*

SESplan Action Programme ...*addresses the 'how', the 'when' and 'by whom' for delivering the requirements of the SDP* (SESplan Action Programme, paragraph 1.1).

Action 91 is the delivery of ...*new west facing slips at existing junction on the M9* (Junction 3, Linlithgow). The timescale for this action is 2019-2024 and the lead partners are identified as the developer and Transport Scotland.

Delivery of the west facing slip roads at Junction 3 of the M9 is therefore an action required by SESplan and the LDP.

Air quality in Linlithgow town centre is of concern to the Council. The Council reports that air quality guidelines are being breached. This is confirmed by the Council in response to an ongoing planning appeal (PPA-400-2046) in October 2014 that the ...*problems are principally associated with high volumes of stop-start traffic in the High Street, which in most cases has no alternative practical east – west route.*

Accordingly, the Council anticipates that an Air Quality Management Area (AQMA) will be declared for Nitrogen Dioxide and possibly also PM10 early in 2015. If an AQMA is declared there is a statutory process to be followed to develop and agree prioritised measures to improve air quality.

The Council has allocated land for the delivery of the motorway slip in the adopted Local Plan. This is Council's preferred solution to deal with traffic congestion in the High Street.

Wallace Land's proposal for land at Burghmuir will deliver the west facing slip roads at Junction 3 of the M9. Wallace Land has already secured approval from Falkirk Council and Transport Scotland for the slip roads.

Focusing the allocation of the majority of the 580 homes proposed for Linlithgow in Burghmuir will ensure that the slip roads are delivered. The proposal for the slip roads is illustrated on the opposite page

Wallace Land has commissioned a Traffic Impact Assessment for the proposal.

The addition of the new slips at Junction 3 allows traffic originating or terminating to the east of Linlithgow to enter or exit the trunk road network without the need to travel through the centre of Linlithgow and then on to Junction 4.

This relieves the current operational difficulties at Junction 4 caused by queuing traffic originating from Linlithgow.

With the slips, the High Street is expected to experience initial reductions in traffic flows of around 25% when the slips are first delivered. The slips will contribute significantly to an improvement in air quality in the town centre by reducing traffic flows, delay and pollution.

The ongoing safeguarding of land for the delivery of the west facing slips at Junction 3 of the M9 in the Proposed Plan is essential. This is necessary to accord with the requirements of SESplan Action Programme and SESplan Policy 9(a).

The allocation of Burghmuir for around 600 homes will ensure that the slip roads are delivered.

This addresses Question 31 of the MIR which relates to the future safeguarding of west facing slip roads at Junction 3 of the M9 at Linlithgow, and whether development should be promoted in Linlithgow to secure funding for the delivery of the slips.

Only the allocation of Burghmuir in the Proposed plan can deliver the motorway slips.



8. Proposal

The proposal forms an attractive and logical extension to the eastern edge of Linlithgow, providing a range of uses that will benefit both new and existing residents. Development in the east of Linlithgow makes use of existing infrastructure capacity, especially education.

The proposal also facilitates the delivery of the west facing slips to Junction 3 on the M9 as required by SESplan, and provides access to the allocated business land which lies to the north of the site.

Access into the proposal is from Blackness Road. Homes will front onto the Blackness Road, but will be set back and screened by the proposed landscaping.

The non-residential land uses around the western part of the proposal comprises a hotel, care home and serviced site for health centre.

The movement hierarchy around the site provides priority for pedestrians and cyclists over the car with good connections and permeability, whilst allowing bus services into the development, encouraging sustainable transport.

All routes and open space within the development will be overlooked for passive surveillance.

The residential development to the north of Blackness Road forms a new neighbourhood.

A central area of open space forms the focal point and heart of this neighbourhood. Pedestrian movement between the residential area and other uses is facilitated by a permeable street layout. A number of the streets will also be shared-surface lanes to promote pedestrian and cycle movement over the car.

The proposed road network forms a loop to accommodate a bus service, ensuring that all parts of this development are within easy walking distance of public transport.

Acoustic bunds will be incorporated along the edges of the development adjacent to the motorway and slip roads. Dwellings will also be orientated to ensure that back gardens are protected from traffic noise from the motorway.

Pedestrian and cycle movement between the north and south of Blackness Road, as well as the adjacent Springfield neighbourhood, is facilitated by three pedestrian/cycle crossings located on appropriate desire lines.

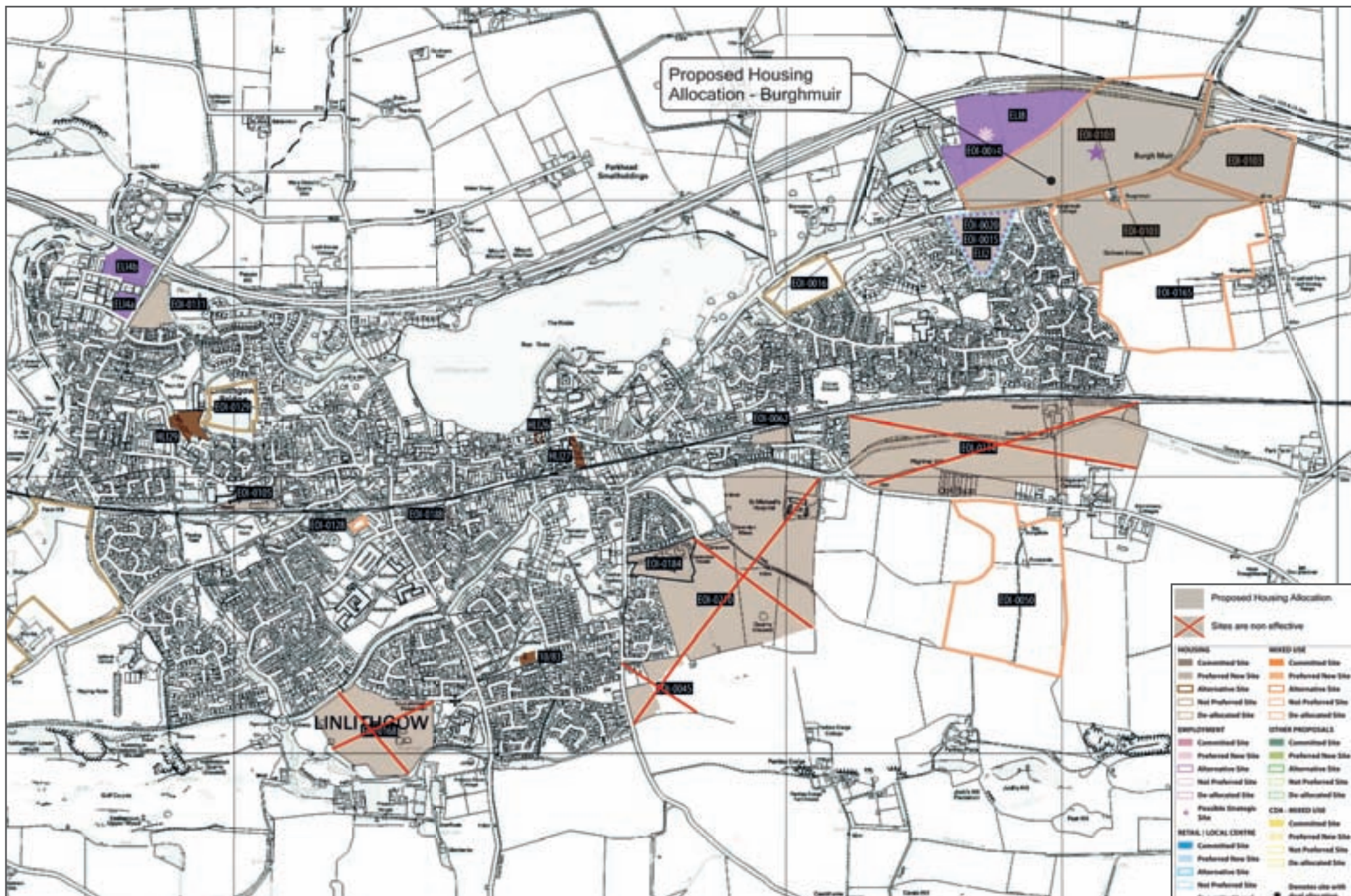
The main route through the southern part of the proposal incorporates a number of focal points along its length at key junctions, where streets lead down to the linear park, offering views towards the countryside beyond.

The main greenspace feature south of Blackness Road is the linear green network. This connects to the existing green network running through the adjacent Springfield neighbourhood. This linear 'park' creates an appropriate southern edge to the proposal.

The urban form south of Blackness Road provides a permeable and hierarchical layout. It includes a number of shared-surface lanes to promote pedestrian and cycle movement over the car.

Part of the proposed site south of Blackness Road is known as Burghmuir A. This is subject to a separate Representation for 200 out of the 600 homes proposed at Burghmuir.

At the eastern end of the linear park is the serviced site for community sports and leisure uses, incorporating a dance studio as well as sports pitches. This is located adjacent to the established facilities at the Kingsfield Golf Centre.



9. Recommendation for Proposed Plan

Recommendation for Proposed Plan

Wallace Land recommends that the Council allocates the site at Burghmuir (EOI-0103) for around 600 houses in the Proposed Plan.

The site is immediately effective and all of the homes can be built during the LDP period to 2024. This is demonstrated in the *Statement of Site Effectiveness*.

The site can fund developer contributions to augment infrastructure needs as required such as education and deliver the motorway slips as required by SESplan.

The Council's development strategy for Linlithgow needs to be reviewed in the Proposed Plan. This review needs to focus on delivering effective housing sites which can mitigate the infrastructure deficiencies recognised in Linlithgow.

This can only be delivered by allocating the scale of development proposed in the MIR to the east of Linlithgow, with the majority at Burghmuir.

This proposal delivers 600 completions to help meet the housing land requirement over the plan period.

Allocation of this site in the Proposed Plan for up to 600 homes is in accord with the requirements of SESplan and SPP.

The Council's preferred development strategy for Linlithgow focuses on the release of 10 Preferred Sites, mainly in the south of the town, beyond the railway line.

Wallace Land supports the further withdrawal of the 'area of restraint' status through the LDP. It has already been removed by SESplan.

The Council's proposed development strategy, however, ignores the constraints imposed by air quality in the High Street and the lack of education capacity at primary schools serving these proposed developments.

As it stands, unless there are mitigation measures proposed by the Council to address these fundamental issues then the proposed development strategy selects non-effective sites in the main.

The alternative strategy which addresses these matters is to focus development at Burghmuir. The proposal is in an area with known education capacity at Springfield Primary School and can provide the motorway slips to relieve traffic congestion on the High Street.

The following 4 sites are non-effective because of a lack of education capacity and significant adverse transport impacts:

- Wilcoxholm Farm/Pilgrims Farm (EOI-0114) - 200 homes
- Clarendon Farm (EOI-0210) - 120 homes
- Land East of Manse Road (EOI-0045) - 45 homes
- Land at Preston Farm (EOI-0168) - 50 homes

These non-effective sites have a total capacity of 405 homes.

Benefits of the Proposal

The proposal delivers the following:

- 600 homes including 90 affordable homes;
- Provides a serviced site for the potential relocation of the existing Health Centre;
- Provides a serviced site for community sports facilities and a dance studio;
- Provides a much needed new hotel, servicing the town's existing visitor market;
- Extends Linlithgow in a location which is sustainable and with known infrastructure capacity;
- Enhances local biodiversity;
- Supports up to 190 direct and indirect construction jobs annually over its 10 year development period.

The allocation of this site in the Proposed Plan will be in keeping with the character of the surrounding urban and local area.

Revision	Status	Prepared	Approved	Date
1.0	Draft for Comment	Shaun Doherty	Bob Salter	14/10/14
2.0	Final	Steven Cooper	Bob Salter	17/10/14

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Burghmuir, Linlithgow Statement of Site Effectiveness

Introduction

Scottish Government now specifically requires local authorities to ensure that sites allocated in local development plans are effective and can contribute completions during the development plan period. The overall level of annual completions from all sites in the effective land supply should be sufficient to maintain a 5 year effective land supply at all times and so meet the identified housing requirement in the approved local development plan, as well as meeting the shortfall identified by the assessment of housing need and demand in the Local Housing Strategy.

These policy requirements are set by Scottish Government in Scottish Planning Policy (SPP). A council now needs to be satisfied through its own appraisal that an allocated site is effective in order to comply with the Strategic Development Plan, following the guidelines set out by Scottish Government in PAN 2/2010 *Affordable Housing and Housing Land Audits*.

There is an expectation that all sites to be allocated in the Local Development Plan (LDP) will be subject to testing by the Council and a conclusion reached as to the overall construction period (taking account of the developer's or house builder's lead-in period). This construction timeframe would then define the annual rate of completions expected. Currently, most house builders expect to deliver a house sale rate of 2 homes per month or 24 sales per annum. Affordable housing requirements would be in addition to this but certainly provided before the development is completed.

PAN 2/2010 includes a series of criteria to test the effectiveness of individual sites. This guidance is used to assess whether a site or portion of a site is effective. By applying the tests of effectiveness in this guidance, it can be demonstrated that within the 10 year period of LDP under consideration, the site will be available for the construction of housing, being free of potential site constraints as set out in PAN 2/2010.

Conclusion

We conclude that the proposed development at **Burghmuir, Linlithgow** by **Wallace Land for a mix of uses including around 600 homes, 90 of which will be affordable homes**. This is an effective site and meets the tests of effectiveness in PAN 2/2010. In terms of lead-in, the housing element of the proposal would start to be developed after planning permission is granted in two years' time. The housing comprises two phases and is expected to be completed within a 10 year period from the date of planning permission.

Appraisal

This conclusion is based on the following analysis.

Criteria	Response	Comment
<p>Ownership: the site is in the ownership or control of a party which can be expected to develop it or to release it for development. Where a site is in the ownership of a local authority or other public body, it should be included only where it is part of a programme of land disposal.</p>	<p>The site is 48.3 hectares and is under the control of Wallace Land Investment & Management. It is immediately available for development.</p>	<p>Complies</p>
<p>Physical: the site, or relevant part of it, is free from constraints related to slope, aspect, flood risk, ground stability or vehicular access which would preclude its development. Where there is a solid commitment to removing the constraints in time to allow development in the period under consideration, or the market is strong enough to fund the remedial work required, the site should be included in the effective land supply.</p>	<p>Adverse development factors give rise to abnormal development costs which can affect the viability of a site and hence its effectiveness.</p> <p>Appraisals of the site have been carried out to establish whether there any constraints to development and what measures are necessary to enable development on the site. These appraisals also determine whether the site is viable for future development. The Environmental Statement sets out the various technical assessments in further detail.</p> <p>The appraisals confirm that:</p> <ul style="list-style-type: none"> • There are no topographical or aspect constraints to development. • The site is not subject to flood risk. This is confirmed in the Flood Risk Assessment. • A Desktop Study confirms that there are no geological, mining or environmental conditions which would constrain development in terms of geology and ground conditions. 	<p>Complies</p>

	<ul style="list-style-type: none"> • The Transport Assessment confirms the suitability of this site for the scale of development proposed and along with the Masterplan Report, demonstrates the accessibility of the site. • The Cultural Heritage Assessment confirms the lack of archaeological remains and confirms the suitability of the site for development. • The Ecological Appraisal confirms that there are no species of fauna or flora inhibiting development. The greenspace proposals will enhance biodiversity. • Noise and air quality assessments confirm that the delivery of the motorway slips will improve air quality on the town centre as a result of the redistribution of traffic. <p>There are no physical constraints on this site to prevent the development of around 600 homes and the other proposed uses.</p>	
<p>Contamination: previous use has not resulted in contamination of the site or, if it has, commitments have been made which would allow it to be developed to provide marketable housing.</p>	<p>The site is arable agricultural use and is a greenfield site.</p> <p>A preliminary appraisal confirms that there is no significant contamination present on the site.</p> <p>An intrusive site investigation will be undertaken to confirm any mitigation measures at the detailed stage.</p>	<p>Complies</p>

<p>Deficit Funding: any public funding required to make residential development economically viable is committed by the public bodies concerned;</p>	<p>Wallace Land Investment & Management is promoting the development of this site for a mix of uses. The development proposals and principles are in accord with the Council's requirements set out in the MIR.</p> <p>The proposal includes the delivery of the west facing slip roads to the M9 – a key Council and SESplan priority which can only be facilitated through the implementation of this development without public funds.</p> <p>No funding from the public sector is required to make the development viable, except for the provision of subsidy for affordable housing. Wallace Land Investment & Management is committed to providing up to 15% affordable housing in accord with Council Policy.</p> <p>Wallace Land Investment & Management is also willing to provide affordable (low cost home ownership) housing without subsidy to augment the supply of subsidised affordable housing to achieve the agreed requirement as necessary.</p>	<p>Complies</p>
<p>Marketability: the site, or a relevant part of it, can be developed in the period under consideration;</p>	<p>There is an ongoing demand for a full range of market housing in the locality as well as affordable housing needs.</p> <p>This is confirmed by the regional Housing Need & Demand Assessment (HNDA).</p> <p>There is considerable interest from house builders to develop again in Linlithgow.</p> <p>It is envisaged that the site would be developed at a sales rate of circa 24 homes per annum for each house builder working on the site and with two house builders, the site could be developed in a 10 year period. This will assist the Council in maintaining a 5 year effective land supply at all times as required by Scottish Planning Policy.</p> <p>Developer contributions will be available to fund any proportionate share of upgrades to services such as education.</p>	<p>Complies</p>

<p>Infrastructure: the site is either free of infrastructure constraints, or any required infrastructure can be provided realistically by the developer or another party to allow development</p>	<p>Preliminary investigations confirm the following:</p> <ul style="list-style-type: none"> • Gas, electricity and telecoms can be provided; • Foul drainage from the site can be accommodated; • Water supply to the site can be provided; <p>Infrastructure of the required capacity can be made available.</p> <p>The proposal includes the delivery of the west facing slip roads to the M9 – a key Council and SESplan priority which can only be facilitated through the implementation of this development without public funds.</p> <p>The proposal includes a serviced site for the possible relocation of the existing Health Centre on the site. It also includes a serviced site for a community sports area and dance studio.</p> <p>Appraisals carried out confirm that the school children from the development can be accommodated in the nearby Springfield Primary School and Linlithgow Academy.</p>	<p>Complies</p>
<p>Land Use: housing is the sole preferred use of the land in planning terms, or if housing is one of a range of possible uses other factors such as ownership and marketability point to housing being a realistic option.</p>	<p>Burghmuir is a mixed use development incorporating a new hotel, residential care home, serviced site for the possible relocation of the existing Health Centre and a serviced site for community sports facilities in addition to around 600 homes. The full range of housing to create a socially inclusive community is being promoted.</p>	<p>Complies</p>