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Sent: 17 October 2 [REDACTED]
To: wlldp
Subject: Response to MIR

Question 29

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

We support the position that the current area of restraint be removed and greenfield release of land is allow for housing, employment and potential tourism related development. As noted in the MIR and supporting documents Linlithgow has developed over the years in a linear form along the axis of the road and railway and its growth has been driven by its ease of accessibility to both Edinburgh and Glasgow. This in turn has driven up demand for housing in the town and has placed pressure on the current services (schools, doctors and shops).

The demand for new housing is reflected in the cost of property and the demand to live in Linlithgow, which in turn must be supported by the necessary infrastructure. Key to understanding where development should go is the reflected in the various Strategic Environmental Assessment and Transport appraisal work supporting the MIR which highlights the challenges of air pollution on the High Street and access to railway station and town centre shops & services. It is interesting to note that approximately 7,700 vehicle a day get on/off at the J3 of the M9 with the vast majority heading into Linlithgow. It is for this reason and this is borne out the accessibility scores undertaken as part of the transport appraisal, that we support future development at preferred Sites EOI-015; 045; 062; 0114, 0184 and 0210.

Development to west and to a lesser extent to the south will invariable lead to worsening the air quality / congestion problems experienced along the High Street. Also those sites to the south and west have other associated issues. Therefore sites **not preferred** for inclusion in the LDP are EOI-015, 0131 and 0168 for the following reasons:

- EOI-015 – due to its proximity to railway and traffic contribution to air

pollution on the existing local road network;

- EOI-0131 – due noise issues related to the proximity to motorway (most of the site is within the Lden 60 to 65 dB noise contour as reported on the http://www.scottishnoisemapping.org/scottishnoisemapping_p2/default.aspx). Also as noted in the SEA there are issues with access, potential flooding and old sewer pipework at this location. Also because of the traffic that is likely to be generated and the contribution to air pollution and congestion on the existing local road network;
- Site EOI 0168 –due to the traffic that is likely to be generated and the contribution to air pollution and congestion on the existing local road network.

Should a sequential approach be applied to the release of land in and around Linlithgow to accommodate any new development?

No, the level of demand is such that consideration must be given to the use of greenfield sites which offer the best opportunities to create a well planned and sustainable extension to the current urban form of Linlithgow. The best and most sustainable locations are to the east of the town which are Sites EOI-015; 045; 062; 0114, 0184 and 0210. They offer the best opportunity to connect with the existing transport network and are located nearest to the those destinations that people want to go i.e the station, shops, banks etc.

Question 30

What alternatives are available in order to meet demand for housing (including affordable housing) and employment land opportunities in Linlithgow?

The Strategic Development Plan calls for a minimum of 25% of affordable housing but due to lack of this type of housing in Linlithgow in the last 5-10 years the minimum requirement for new developments should at least 25% to address this shortage in this type of housing stock.

Question 31

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

Yes and Yes to both the questions. Based on the answer to Question 29 the best future location for development is to the east of the town. This will at some point require the construction of west facing slip roads. The best way to fund these is through developer contributions (either in part or in full). However, this needs a strong and effective development contribution strategy to be in place.