

Your details (mandatory)

Please indicate in what capacity you are making this submission:

- as an individual (and representing your own views)
- as a representative of a private or commercial organisation (and representing the views of that organisation)
- as a representative of a public organisation (and representing the views of that organisation)
- as an agent (and making comments on behalf of other individuals that you represent or third parties)
- other

Please complete the following contact information:

Name	GEORGE DUNCAN ADAM	West Lothian Council Development Management
Email	[REDACTED]	17 NOV 2015
Telephone	[REDACTED]	Date
Address	[REDACTED]	Ref No. M/L/2015/1140
		Ref To.....
		Ack'd.....
Organisation name		Replied.....
Client's name		

Is this the first time you have made a written representation on the Proposed Plan? (mandatory)

- Yes
- No

If you have previously submitted a site to be considered for development when the council was initially seeking Expressions of Interest (EOI), or commented on the *Local Development Plan* at the *Main Issues Report (MIR)* stage, or made a previous submission to the *Proposed Plan* please provide the reference given to you at that time if known:

EOI & MIR reference number can be found on any email or written communication we may have previously sent you.

Enter EOI (Expression of Interest) reference here

Enter MIRQ (Main Issues Report) reference here

Once form has been completed please sign and date (mandatory)

You do not have to respond to all of the questions set out only those which you feel are of particular relevance to you. Refer to the attached three pages.

Signature Date 16/November 2015

FOR OFFICE USE ONLY

Proposed Plan reference

Please use this form for sections: Foreword; Background; Context; Role and Purpose of Plan; Vision Statement and Aims; The Spatial Strategy (including Policy Framework); Appendices; Glossary; Proposal Maps; Strategic Environmental Assessment (SEA) Environmental Report; Equalities and Human Rights Impact Assessment (EQHRIA); Strategic Flood Risk Assessment (SFRA); Habitats Regulations Appraisal; Transport Appraisal (TA); and Action Programme.

Section title		
Page nos.		Paragraph nos.
<p>Refer to the attached 3 pages for comments and</p> <p>██████████</p>		

Section title		
Page nos.		Paragraph nos.
<p>as above</p> <p>██████████</p>		

AIR QUALITY, NOISE and TOURISM

WLLDP References: 5.27; 5.36; 5.240 to 5.242; EMP8; EMG4:

Linlithgow is NO LONGER a pleasant place to shop, work, or visit for its residents or visitors.

The situation has been deteriorating for some time due to through traffic causing congestion and pollution. This results in very poor air quality and high vehicle noise levels.

ALL future housing developments and their associated vehicle traffic within the revised town boundary will make an already intolerable situation much worse.

Other vehicle traffic from housing developments in the surrounding towns/villages will also need to be considered in resolving Linlithgow's traffic chaos. (namely Bridgend, Bo'Ness, Winchburgh and Whitecross).

PROPOSALS

- 1. WLCouncil to urgently pressurize the Scottish Government to allocate funds for west facing slip roads access at junction 3 M9, preferably before Proposal 2 is implemented.**
- 2. Construct By-Pass road networks north and south of the town and co-ordinate the action points and timetable with ALL future housing developments in the area.**
- 3. WL Council to prepare and produce a Linlithgow/ Linlithgow Bridge Master Plan for control of all new housing developments and associated infrastructure works. The Master Plan details to be agreed with the Local communities and developers and be included in the planning approval.**
- 4. Refer also to Housing, Developer Obligations and Traffic Management comments / proposals.**

HOUSING DEVELOPMENTS / DEVELOPER OBLIGATIONS

WLLDP References: H - LL - 2 to 12; Policy 1/2/3; 5.63 to 5.67; 5.78 to 5.84; 5.164/5.165
Policy INF 1:

Need for an Master Plan

In addition to the Infrastructure Provisions and Developer Obligations, WL Council must prepare a Master Plan for the co-ordination, timetable and control of all new housing developments and associated infrastructure works.

Infrastructure to include new road networks linking Blackness road to Edinburgh road and onward south west to Dechmont and Bathgate C roads. (Refer to details in Traffic Management comments).

A north link road from Blackness road to the Bo'Ness road (A 706) would also remove east/west through traffic from the town. (eg: To Armadale; Leisure centre; Cycle track; football and rugby sports fields; Mill road Industrial estate traffic:)

WL Council to actively promote these By - Pass road networks in their negotiations with the developers.

Linlithgow's residents slogan should become :---NO reduction in High street congestion then NO planning permissions awarded. The FUTURE of LINLITHGOW and its HIGH STREET are at STAKE and MUST be RESOLVED by this WLLDP.

COMMENTS

1. H - LL - 2/3/5/6/7 and 11. As in Master Plan above.
2. H - LL - 4. As in Master Plan above. Access for the south section to the By - Pass road instead of to Manse road. Access for the north section to the By - Pass road and NOT via [REDACTED] road. The area of land/field to the south of the north section and east of the south section, could become housing in the future and should be taken into account in WLLDP.
3. H - LL - 10. As in Master Plan above. Agree with P 118 to provide access for the whole development to be towards Edinburgh road. Access could also be to the By - Pass road network giving an alternative to Dechmont / Bathgate and to the west of the town thus avoiding the town centre. The ratio of the area to the number of houses is calculated as 0.217h / house. An exceptional result indicating a poor use of the area. However, the refused original planning application was modified to 120 houses because the access proposed was via Clarendon road. Are we likely to see the (new ?) developer seeking to provide more houses in the future once the initial proposed development is granted planning permission? The conservation area of this site, adjacent to the canal, should be retained in its entirety. The southern edge of the conservation area would benefit from a tree screen.
4. H - LL - 12. As in Master Plan above. Provide access to the main Preston farm road instead of onto Deanburn road. Consideration should be given to also allow access to the road serving the Golf Club thus easing traffic on Preston road. Access from Bathgate road / Preston road to the A706 road would continue the east / west By - Pass network and ease the traffic on Preston road, especially around the primary schools.
5. Refer also Air Quality & Noise and Tourism together with Traffic Management comments / proposals.

TRAFFIC MANAGEMENT and TRAFFIC DATA MEASUREMENT

WLLDP References: P 113:

CONGESTION

Low Port roundabout / Edinburgh road junction with Back Station road / Canal bridge at Manse road / and Manse road, are all affected by:

1. Manse road is used as a free parking area by train commuters.
2. Since the upgrading of the C road to Dechmont the traffic volumes have increased. (A short cut route to and from Livingston and St Johns hospital etc. by cars, trades vans and lorries).
3. Due to the traffic congestion throughout the High street, vehicle users heading to and from Bathgate and Armadale areas are using this route.
4. All the proposed housing developments (H - LL - 2 to 12) will have a proportional impact on this area. With some 500 houses to be built (and assuming an average of 2 cars per house), a proportion of 1000 vehicles will be ADDED to the above traffic volumes. This will make this route totally UNSAFE, particularly the Canal bridge at Manse road.
5. Manse road is an active walking route for children attending Low Port primary school. As a parent, would you consider your children to be SAFE in the above circumstances?
6. Most of the above equally applies to Preston road.

PROPOSALS to relieve traffic from the town.

- A. New road sections are required: from Blackness road from the east of the town and interconnecting with Edinburgh road. Further road section from Edinburgh road to the south west to link up with Dechmont road and Bathgate road. This section would serve the H -LL - 4 and 10 developments.
- B. Investigate a road section from Bathgate road / Preston road to the Lanark road (A706). Refer also to H - LL - 12 comments.
- C. Expand P113 terms of reference and allocate additional funds for a whole town simultaneous traffic data measurement study for a 3 month period. The reasons for simultaneous traffic data measurements are to ensure spatial vehicle movement by time frame and peak volumes for the whole town to be recorded. Without total spatial traffic movement for each 24 hour period, Linlithgow town centre traffic chaos WILL NEVER BE RESOLVED.
- D. Areas for measurement are :--- a) Blackness road / High street / Edinburgh road ; b) Edinburgh road / Back Station road / Edinburgh road ; c) Back Station road / Canal bridge access slips / Strawberry bank road / Manse road ; d) Manse road / Riccarton road / Dechmont road ; e) Riccarton road / Bathgate road / Preston road ; f) Preston road / High street / Lanark road / Falkirk road / Bo' Ness road / High street ; g) Falkirk road / B8069 (link to A706) road / Falkirk road / Mill road B8069 to Bo'Ness ; h) B8069 north of the Industrial estate access road ; i) Edinburgh road / Park farm road / Edinburgh road ; j) Blackness road / Kingsfield road / Blackness road. Interestingly, November 2015 saw traffic data measurements taken at High street / Blackness road / Edinburgh road. These results will be inaccurate because the Blackness road / Kingsfield road is closed meanwhile. Traffic that would normally use this route are diverted via Low port roundabout to Edinburgh road.
- E. Refer also to Air Quality, Noise and Tourism together with Housing Developments / Developer Obligations comments / proposals.