



Development Planning and Environment Manager,  
West Lothian Civic Centre,  
Howden South Road,  
Livingston,  
West Lothian,  
EH54 6FF

13<sup>th</sup> November 2015

Dear Sir / Madam,

I would like to object to the West Lothian Development Plan especially to the proposals for. H-LL10,H-LL 4 My comments refer to the proposed build of new houses in Linlithgow. I realise that new housing has to be built, but the proposed developments to the south of the canal will exacerbate an already dangerous situation. All traffic from housing south of the canal travelling / returning to / from the north and east of Linlithgow (e.g. Edinburgh Fife, etc.) uses Manse Road and the single file bridge at the canal. This includes Deanburn, Priors Road, Burgess Hill, etc as well as houses accessing directly onto Manse Road. There are numerous occasions every day where cars mount the pavement to cross the bridge resulting in several new misses and recently, a child's buggy was hit by a van (Police incident number PS20151030-539).

The suggestion of traffic lights at the Manse road canal bridge as a way of relieving the problem would only make it worse, as the bridge can only allow traffic in a single direction this would mean that traffic would have to queue a distance from the bridge on a steep gradient. Additionally the junction would need to 4 or 5 sets of traffic lights because of its complexity and 4 or 5 sets of pedestrian lights. A consequence could be that traffic could queue back from Manse Road bridge and potentially as far back as the railway bridge as well as blocking the access to single file traffic entry/ exit to the station car park, which is already a traffic flow bottle neck. On the Strawberry Bank approach to any traffic lights at Manse Road bridge, queuing traffic would block the road as Strawberry bank and Royal Terrace are in effect already a "one way at a time road" due to none of the houses on Strawberry bank having any off road parking.

In 1992 a planning application to build a small number of houses at Clarendon farm was rejected because of safety concerns around the Manse Road Canal bridge. Yet West Lothian Council are proposing to build a far larger number of houses, to the south of the canal bridge that may adversely impact on the safety at the bridge. The Manse Road canal bridge is now far busier than it was in 1992 and there have been no safety improvements on the bridge, in fact lowering the pavement encourages drivers to drive over the pavement on what is a school walking route.

In addition, the footpath at the north side of the canal bridge to the junction of Station Road and Back Station Road is single file. Pedestrians cannot pass on the footpath and the road has to be used to pass.

The development plan lists a total of 125 houses accessing Manse Road and the canal bridge. Scottish Government's Transport Travel in Scotland report states that where household income is greater than £40,000.00, houses are more than 70% likely to have two or more cars which is potentially 208 additional cars potentially using Manse Road. In addition one development (H-LL10) is proposing 120 new houses and the planning application submitted details access via Manse Road (which contradicts the Local Development Plan). This would be a possible additional 168 cars accessing Manse Road and its canal bridge.

There also seems to be a conflict of interest in trying to maintain the canal basin on Manse road a major tourist attraction whilst increasing the amount of traffic using the bridge which may necessitate traffic lights. The traffic light would detract from the bridges historic and photographic appeal to tourists and have a negative impact on the aesthetic of the canal basin.

I note that most of the new developments are south of the canal, but strongly believe that until the single file access to the areas south of the canal are removed which are the railway bridge at High Port, under the canal at Edinburgh Road, over the canal at Manse Road and Friars Brae canal bridge that no new house building should take place on areas south of the canal.

In addition, the single file access results in queuing traffic results to substantial contribution to the major problems Linlithgow is experiencing with air quality.

There are also issues regarding education which the Local Development Plan recognises impact Linlithgow Academy and the development that will be required to the Academy before any new building takes place. There appears to be no mention of the 500 new houses at Westfield which will also be in the Linlithgow Academy catchment area. Also, within the Local Development Plan, there would appear to be some errors in the catchment areas stated and that there does not appear to be any development of primary school education.

I have listed the references with comments below:

**Education:**

**There are multiple errors in the Local Plan regarding the primary school catchment area the housing developments are in,**

Ref. No	No of Houses	Catchment area stated on Local Plan	Comment
H-LL1	41	Low Port	
H-LL2	12	Low Port	
H-LL3	50	Low Port	Springfield should be the local school.
H-LL4	45	Low Port	
H-LL7	8	Linlithgow Bridge Primary	Linlithgow Bridge Primary

			is the most distance school from this location. <b>Low Port is the catchment area school</b>
H-LL10	120	Linlithgow Bridge Primary	Linlithgow Bridge Primary is the most distance school from this location. <b>Low Port is the catchment area school</b>
H-LL11	200	Linlithgow Bridge Primary	Linlithgow Bridge Primary is the most distance school from this location. <b>Low Port is the catchment area school</b>
H-LL12	60	Linlithgow Bridge Primary	Linlithgow Bridge Primary is the most distance school from this location. <b>Linlithgow Primary is the local school.</b>

Yours faithfully,

Janet Wigham