



# West Lothian Council

## THE WEST LOTHIAN LOCAL DEVELOPMENT PLAN (LDP)

### CONSULTATION RESPONSE PORTAL

#### Have Your Say on the Proposed Plan

#### Introduction

West Lothian Council has published its Proposed Plan together with supporting documents including an Environmental Report (SEA), Habitats Regulation Appraisal, Strategic Flood Risk Assessment and Equalities & Human Rights Impact Assessment. These can be viewed on the West Lothian Council website at [www.westlothian.gov.uk/proposedplan](http://www.westlothian.gov.uk/proposedplan).

If you wish to make representations on the Proposed Plan or associated documents you are encouraged to use this online consultation portal. It's quick and easy and will help us to process representations more efficiently, reducing the overall cost and environmental impact of the exercise.

You do not need to complete this questionnaire in a single visit. Just simply put your Survey Reference Number (CODE) in the top right corner of the screen to allow you to continue with your submission at a later date.

If you need assistance with completing or submitting your representation online please call the Customer Service Centre (CSC) on 01506 280000. Please advise the Customer Service Centre that your enquiry relates specifically to the Local Development Plan and ask for it to be logged and directed to the Development Plan and Environment Team. Someone will contact you. Alternatively you can email us at [wlldp@westlothian.gov.uk](mailto:wlldp@westlothian.gov.uk) We will endeavour to respond as quickly as possible but in any event within 3 working days of receiving your enquiry.

It is important that all representations are submitted no later than midnight on Sunday 22 November 2015. Representations received after that time will not be considered.

Your comments should be concise, having regard to paragraph 84 of Scottish Government Circular 6/2013: Development Planning which states that representations should be no more than 2,000 words plus any limited supporting productions.

#### Data Protection Statement

*Please be aware that when you make representations on the Proposed Plan through the consultation portal (and/or in a conventional written format) personal information provided as part of a representation cannot be treated as confidential. Representations require to be made available online and for public inspection at the council's office (this would include your name but would exclude any information which would be subject to the Data Protection Act 1998 i.e. signature, postal address, telephone number, email).*

*We are also required to pass these details to the Scottish Government's Directorate of Planning and Environmental Appeals (DPEA). This is because they may at a later date wish to invite you to an Examination in Public of the Proposed Plan to discuss your representation.*

*Before using the consultation portal you should also note that any information posted may be subject to disclosure under the Freedom of Information (Scotland) Act 2002. West Lothian Council will not be liable for any loss or damage arising from or in connection with the disclosure of any information including the disclosure of user generated content.*

## 1. GENERAL INFORMATION

### Your Details

Please indicate in what capacity you are making this submission: \*

Please note that this is a mandatory field

- 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: \*

Please note that this is a mandatory field

Title

First Name

Surname

Email Address

Telephone

Postal Address

Organization Name

Client's Name

Is this the first time you have made a written representation on the Proposed Plan? \*

Please note that this is a mandatory field

- 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

Please enter your survey reference number in the text box below. \*

Survey Reference Number (CODE) can be found in the top right corner of this screen  
 Survey Reference Number (CODE) will allow you to save your responses and return to finish the survey later

Please keep a note of your Survey Reference Number (CODE) for future reference

Please note that this is a mandatory field

## 2. FOREWORD (page 4)

This introduction by the Leader of the Council establishes the role of the LDP and how it will help deliver the council's core objectives.

Do you wish to make a comment?

- yes
- no

Please use the text box below for comments.

Your comments should be concise and limited to no more than 2,000 words. You should fully explain the issues you wish to be considered when the Proposed Plan is presented to Scottish Ministers for Examination. Please indicate whether you are seeking a change to the Proposed Plan (i.e. your representation is an objection) or if your representation supports the Proposed Plan as written.

## 3. BACKGROUND (page 6, paragraphs 1.1-1.5)

Provides a brief historical context to the economic development of West Lothian which helps explain how settlements established and have developed.

Do you wish to make a comment?

- yes
- no

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#### 4. CONTEXT (page 7, paragraphs 2.1-2.2)

Provides wider context for the LDP in geographic terms and explains how the LDP fits with the Strategic Development Plan (SDP1).

Do you wish to make a comment?

- yes  
 no

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#### 5. ROLE AND PURPOSE OF PLAN (page 7, paragraphs 3.1-3.5)

Establishes the role and purpose of the LDP in terms of its being a material consideration in the determination of any planning applications for development in West Lothian and, when adopted by the Council, will replace the West Lothian Local Plan. It also sets out what documents the plan must comply with i.e. the Planning Act (Scotland) 2006 and what documents will accompany the plan i.e. the Action Programme etc.

Do you wish to make a comment?

- yes  
 no

Please use the text box below for comments.

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#### 6. VISION STATEMENT AND AIMS (page 8, paragraphs 4.1-4.3)

Establishes the vision for the LDP in terms of outcomes desired over the plan period and identifies the key aims of the plan by individual subject areas i.e. Economic Development & Growth, Community Regeneration, Sustainable Housing Locations, Infrastructure Requirements and Delivery, Town Centres and Retailing, the Natural and Historic Environment, Climate Change and Renewable Energy and Waste and Minerals.

Do you wish to make a comment?

- yes  
 no

If you wish to make comments please begin by selecting the relevant sub-section(s) of Vision Statement and Aims from the list below.

- Economic Development and Growth (page 8)  
 Community Regeneration (page 8)  
 Sustainable Housing Locations (page 9)  
 Infrastructure Requirements and Delivery (page 9)  
 Town Centres and Retailing (page 9)  
 The Natural and Historic Environment (page 9)  
 Climate Change and Renewable Energy (page 9)  
 Waste and Minerals (page 9)

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Economic Development and Growth (page 8)	<input type="checkbox"/>
Community Regeneration (page 8)	<input type="checkbox"/>
Sustainable Housing Locations (page 9)	<input type="checkbox"/>
Infrastructure Requirements and Delivery (page 9)	<input type="checkbox"/>
Town Centres and Retailing (page 9)	<input type="checkbox"/>
The Natural and Historic Environment (page 9)	<input type="checkbox"/>
Climate Change and Renewable Energy (page 9)	<input type="checkbox"/>
Waste and Minerals (page 9)	<input type="checkbox"/>

### 7. THE SPATIAL STRATEGY (INCLUDING POLICY FRAMEWORK) (page 10, paragraphs 5.1-5.10)

In the context of the Strategic Development Plan (SDP), the LDP identifies West Lothian as being one of thirteen Strategic Development Areas where development will be focused in sustainable locations where infrastructure is either available or can be provided and in locations where there are no environmental constraints.

Do you wish to make a comment?

- yes
- no

If you wish to make comments please begin by selecting the relevant sub-section(s) of the Spatial Strategy from the list below.







- Economic Development and Growth (page 12, paragraphs 5.11-5.22 )
- Flexibility within traditional industrial estates (page 14, paragraphs 5.24-5.25)
- Enterprise Areas (page 17, paragraphs 5.24-5.25)
- Local business opportunities, small business start-ups and working from home (page 17, paragraph 5.26)
- Tourism (page 17, paragraphs 5.27-5.28)
- Promoting community regeneration (page 19, paragraphs 5.29-5.35)
- Housing land requirements for the LDP (page 20, paragraphs 5.36-5.49)
- Effective Housing Land and Generous Supply (page 23, paragraphs 5.50-5.53)
- New Housing Sites and Design (page 24, paragraphs 5.4-5.56)
- Strategic Allocations (including previously identified Core Development Area Allocations) (page 25, paragraphs 5.57-5.61)
- Whitburn/Charette (page 26, paragraph 5.62)
- Linlithgow and Linlithgow Bridge (page 26-27)
- Deans South, Livingston; Area for Comprehensive Re-development (page 27, paragraph 5.68)
- Affordable Housing (page 27, paragraphs 5.69-5.74)
- Accommodation for Gypsies, Travellers and Travelling Show People (page 29, paragraph 5.75)
- Residential Care and Supported Accommodation (page 29, paragraphs 5.76-5.77)
- Infrastructure Requirements and Delivery (page 30, paragraphs 5.78-5.84)
- Providing for Community Needs (page 32, paragraphs 5.85-5.88)
- Education (page 32, paragraphs 5.89-5.92)
- Healthcare Provision (page 33, paragraphs 5.93-5.96)
- Sports Facilities (page 33, paragraphs 5.97-5.101)
- Green Infrastructure and Green Networks (page 34, paragraphs 5.102-5.105)
- Water and Drainage (page 34, paragraphs 5.106-5.107)
- Travel in and around West Lothian (page 34, paragraphs 5.108-5.112)
- Roads (page 35, paragraph 5.113)
- A71 Corridor (page 35, paragraphs 5.114-5.115)
- A801 Corridor (page 35, paragraphs 5.116-5.117)
- A89/A8 (page 35, paragraphs 5.118-5.126)
- Rail (page 37, paragraphs 5.127-5.130)
- Walking and Cycling (page 37, paragraphs 5.131-5.132)
- Town Centres and Retailing (page 39, paragraphs 5.133-5.138)
- Landscape Character and Local Landscape Designations (page 41, paragraphs 5.139-5.143)
- Countryside Belts (page 42, paragraph 5.144)
- Development in the Countryside (page 42, paragraphs 5.145-5.147)
- Lowland Crofting (page 44, paragraphs 5.148-5.152)
- Green Networks, Local Biodiversity Sites and Geodiversity Sites (page 45, paragraphs 5.153-5.155)
- Forestry (page 46, paragraphs 5.156-5.163)
- Union Canal (p.49 paragraphs 5.164-5.165)
- Pentland Hills Regional Park (page 49, paragraphs 5.164-5.165)
- Country Parks (page 50, paragraph 5.169)
- Allotments/Community Growing (page 51, paragraphs 5.170-5.171)
- Temporary/Advance Greening (page 51, paragraphs 5.172-5.174)
- Biodiversity (page 52, paragraphs 5.175-5.180)
- Geodiversity (page 53, paragraph 5.181)
- West Lothian Open Space Strategy (page 53, paragraphs 5.182-5.184)
- Historic and Cultural Environment (page 54, paragraphs 5.185-5.187)
- Conservation Areas (page 55, paragraphs 5.185-5.188)



- Former Bangour Village Hospital, Dechmont (page 56, paragraph 5.189)
- Conservation Area at Abercorn/Hopetoun Estate (page 56, paragraph 5.190)
- Other Areas of Built Heritage and Townscape Value (page 57, paragraphs 5.191-5.199)
- Listed Buildings (page 58, paragraphs 5.185-5.187)
- Historic Gardens and Designed Landscapes (page 59, paragraphs 5.200-5.201)
- Historic Battlefields (page 60, paragraph 5.202)
- Archaeology (page 60, paragraph 5.203)
- Scheduled Monuments (page 60, paragraphs 5.204-5.206)
- Public Art (page 61, paragraphs 5.207-5.208)
- Climate Change Measures (page 62, paragraphs 5.209-5.214)
- Low Carbon Development and Renewable Energy (page 63, paragraphs 5.215-5.221)
- Wind Farms and Wind Turbines (page 65, paragraphs 5.222-5.225)
- Energy and Heat Networks (page 66, paragraphs 5.226-5.229)
- Off-gas Grid Areas and Renewable Heat Requirement for New-build Housing (page 67, paragraphs 5.230-5.232)
- The Water Environment and Flood Risk Management (page 67, paragraphs 5.233-5.239)
- Air Quality and Noise (page 70, paragraphs 5.240-5.242)
- Edinburgh Airport (page 71, paragraph 5.243)
- Noise (page 71, paragraph 5.244)
- Contaminated Land (page 71, paragraphs 5.245-5.246)
- Vacant and Derelict Land (page 72, paragraphs 5.249-5.250)
- Minerals and Waste (page 73, paragraphs 5.251-5.256)
- Site Restoration (page 75, paragraphs 5.257-5.238)
- Unconventional Gas Extraction including Hydraulic Fracking (page 75, paragraph 5.259)
- Waste (page 76, paragraph 5.260)

**Please use the text box below for your comments.**

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**8. DEVELOPMENT PROPOSAL BY SETTLEMENT (page 79)**

Provides details of development proposals which are supported by the LDP in each town and village across West Lothian and assigns each one a unique reference for ease of identification.

Do you wish to make a comment?

- yes
- no

If you wish to make comments please begin by selecting the relevant Settlement(s) from the list below.

- Addiewell & Loganlea (page 79)
- Armadale (page 80)
- Bathgate (page 81)
- Blackburn (page 82)
- Blackridge (page 83)
- Breich (page 83)
- Bridgehouse & Bridgecastle (page 83)
- Bridgend (page 83)
- Broxburn (page 84)
- Burnside (page 84)
- Dechmont & Bangour (page 85)
- East Calder (page 85)
- East Whitburn (page 86)
- Ecclesmachan (page 86)
- Fauldhouse (page 86)
- Greenrigg (page 86)
- Kirknewton (page 87)
- Landward area (page 87)
- Linlithgow & Linlithgow Bridge (page 89)
- Livingston (page 90)
- Longridge (page 93)
- Mid Calder (page 93)
- Hewton and Woodend (page 93)
- Philpstoun/East & West Philpstoun/Old Philpstoun (page 93)
- Polbeth (page 93)
- Pumpherston (page 93)
- Seafield (page 93)
- Stoneyburn/Bents (page 94)
- Threemiletown (page 94)
- Torphichen (page 94)
- Uphall (page 94)
- Uphall Station (page 94)
- West Calder & Harburn (page 95)
- Westfield (page 95)
- Whitburn (page 96)
- Wilkieston (page 97)
- Winchburgh (page 97)

Please enter site reference(s)/proposals reference (as appropriate) and location/site address below.

Site Reference/ Location / Site Address can be found in the relevant Settlement Statement

	site reference	location/ site address
Linlithgow & Linlithgow Bridge (page 89)	H-LL 4, 7,10, 11	Clarendon Farm area sites, Wilcoxholm Farm/Pilgrims Hill site

Please use the text box below for comments.

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## Comment

This is an objection to the proposed plan. I have lived in the town of Linlithgow since 1998 and brought up my two children here, both of whom went to local schools. Over the years, house prices have climbed, and it has been increasingly difficult for younger people to buy or rent homes here. The previous policy of building restraint resulted in more and more retirement flats being built. So I feel that the age profile of the town community has become unduly biased towards older people - even though I accept that I am now one of them! I feel that to keep the life and work and facilities of the town active, vibrant and balanced, there is a strong need for the creation of more affordable homes for younger people, including new council housing and/or housing associations which could provide affordable tenancies for younger people. I would like to see the town expand along these lines, alongside the creation of more business and employment opportunities, and the invigoration of the High Street. However, the proposals for Linlithgow have not been thought through. The previous policy of development restraint was there for a reason. Due to the geography and layout of the town, and the position of unchangeable features such as the loch, canal and railway line, there are a number of transport pinch points in the town, which are already overloaded. Junction 3 on the M9 motorway is a 2-way not a 4-way junction, so traffic from the East side of the town travelling West has to go through the town High Street, to reach the 4-way junction on the M9, junction 4. This exacerbates existing traffic congestion in the historic centre, which suffers from conflict with pedestrians and poor air quality. The plan puts most of the proposed housing and employment uses on the East side of the town, worsening this situation. Education capacity has also been an issue, at some of the primary schools but especially at Linlithgow Academy, which has been at capacity and oversubscribed for many years. The decision to remove the restraint policy hasn't changed the position on the ground. Those problems still need to be addressed. This plan proposes several developments which would make existing problems worse. The plan makes vague references to mitigation through 'traffic management', motorway slip roads etc, but there seem to be no technical or feasibility studies to show they are realistic. These and other problems must be considered, planned for, and solutions found - before sites are earmarked for housing development. There is no discussion of the feasibility of funding the slip roads onto the M9 (at junction 3). As almost all proposed development is far away from the motorway junction, it is hard to see how that could be funded by developers as part of any planning gain. Sites H-LL 4, 7 and 10 - The Clarendon Farm sites. These new housing sites have a combined capacity of 173 units. The suggested main access for this development site is via St Michael's Hospital, which has a sub-standard access road with a very poor junction onto Edinburgh Rd. It is on a bend by a railway bridge with very limited visibility. In reality, all 3 sites would take access from Manse Rd. This leads steeply down to a single-track hump backed canal bridge at Manse basin, with narrow footway and sharp junctions. It is a walking route to school for many children and is frequently congested, especially in the mornings. One sees cars trying to go uphill, other cars trying to move down hill, a lollipop lady stopping traffic, queues of children waiting by the bridge, cyclists and commuters trying to hurry past cars and children to get to the railway station. Long vehicles attempt to use the bridge and on several occasions these and other vehicles have hit and dislodged parapet stones onto the towpath below, putting at risk people walking or cycling on the canal towpath. The bridge has been damaged by vehicles twice in the last year or so. It is unacceptable to direct more traffic onto this substandard and potentially dangerous junction. It is hard to see how the bridge could possibly be widened or improved, given its location over the canal and the roads it serves, all squashed in between the canal, the railway, and housing. These housing sites would result in more cars using the very awkward Station Rd/Edinburgh Rd junction, close by the canal bridge at Manse basin. This is a 3-way single track passage with a hairpin bend under the railway bridge, with 3 sets of traffic lights and 3 pedestrian crossings, very close to a squeeze-in vehicle and foot passenger access to the railway station car park. There is conflict between vehicles, cyclists and pedestrians much of the time at this junction. The traffic light changes favour the vehicles, trying to go in 6 different directions; and pedestrians, including myself on occasion, have tired of waiting, and tried to dash across the road (again in 6 directions) as the lights change for the vehicles. More congestion here would cause traffic backing up over the bridge at Manse basin and Manse road. It is very hard to see how this junction could be widened or improved, given the high walls, steep ground and very limited space here between the railway and canal. Site H-LL 11 - Wilcoxholm Farm/Pilgrims Hill. The plan sets out 4 transportation requirements, each of which is vague and may well not be feasible. The canal which divides the site is higher than the land to the North - how can it be "sensitively" crossed to reach Edinburgh Rd? It would require a massive wedge bridge to climb up to the level of the canal, clear the towpath and be high enough the let vessels on the water pass underneath, and meet highway standards for steepness and visibility. This sounds more like a motorway flyover than a sensitive crossing over an historic canal. An alternative access to the land North of the canal might possibly be through the existing development at Maidlands - but that would surely require compulsory purchase and demolition of existing houses to allow a new road through. And I can see no obvious place to build a pedestrian access from the canal towpath down to the rail station. People living at the new Wilcoxholm Farm and Pilgrims Hill are far away from the town centre, and further away from local primary schools. One would expect the new estate would be popular with families with young children. As these children were driven to schools across the town, this would cause great congestion at the Station Rd/Edinburgh Rd junction, and more congestion and pollution in the town centre. These housing sites would result in more cars using the very awkward Station Rd/Edinburgh Rd junction, close by the canal bridge at Manse basin. This is a 3-way single track passage with a hairpin bend under the railway bridge, with 3 sets of traffic lights and 3 pedestrian crossings, very close to a squeeze-in vehicle and foot passenger access to the railway station car park. There is conflict between vehicles, cyclists and pedestrians much of the time at this junction. The traffic light changes favour the vehicles, trying to go in 6 different directions; and pedestrians, including myself on occasion, have tired of waiting, and tried to dash across the road (again in 6 directions) as the lights change for the vehicles. It is very hard to see how this junction could be widened or improved, given the high walls, steep ground and very limited space here between the railway and canal. More congestion here would cause traffic backing up over the canal bridge at Manse basin and Manse road. Alternatively, residents of the new housing estate might attempt to avoid these bottlenecks and drive to the town centre, Springfield Primary school and the M9 motorway junction 3 via Park Bistro and Kingsfield golf range. This is a single track country road to the east of the town, with a hump backed bridge and blind bend over the canal and a blind bend bridge over the railway. This would be completely unsuitable and dangerous as a regular commuter and school run route. Summary The housing sites proposed for Linlithgow have a total capacity of 559 units and there are substantial allocations for business and industry, but virtually no infrastructure improvements to support them. They would all increase traffic at pinch point at the canal bridge at Manse Basin and the Station Road /Edinburgh road junction, and on the High St, worsening pollution and air quality. They would put more pressure on the over-subscribed parking for the rail station without adding any more parking provision. They would also put pressure on the schools. As stated previously, I would welcome some more development in Linlithgow, but it needs to be as a package which would improve the town. This plan singularly fails to do this. Sites H-LL 4, 7, 10 and 11 should be deleted from the plan. There is no suggestion that the plan needs to allocate these sites in order to meet any overall target. There are possible solutions to some of these problems. I am not endorsing all the ideas in the local community council document 'Linlithgow - A Plan for the Future 2015-30', but they do propose several improvements which could potentially be funded by planning gain. These include a new primary school at Wilcoxholm Farm and Pilgrims Hill to serve the proposed large housing development there; a new road connection between Blackness road and Edinburgh road to the East of the town; and a new route between Edinburgh road and the Clarendon Farm developments. Development at Burghmuir, identified for employment use in the plan, could possibly be used to help fund a 4-way motorway access at junction 3 as part of planning gain. These ideas, along with measures to encourage walking and cycling (footbridges over the railway, cycle paths and improved pedestrian routes to the town from the all the new housing sites), could reduce existing congestion at the Manse basin and the station road/Edinburgh road junction. It could improve the town as well as provide additional housing. So I urge you to remove the planned housing sites H-LL 4, 7, 10 and 11. Before allocating sites, there needs to be proper consideration of the town's many problems, and realistic solutions proposed to effectively address them.

Linlithgow  
&  
Linlithgow  
Bridge  
(page 89)

## 9. APPENDICES (page 99)

A number of appendices are included at the end of the LDP which provides additional detail on specific elements of the Proposed Plan.

Do you wish to make a comment?

- yes
- no

If you wish to make comments please begin by selecting the relevant Appendix(es) of the Proposed Plan from the list below.



- Appendix 1 - Employment Land Allocations (page 99)
- Appendix 2 - Schedule of Housing Sites / Site Delivery Requirements (page 119)
- Appendix 3 - Schedule of Land Ownership (page 259)
- Appendix 4 - LDP Supplementary Guidance (SG) and Planning Guidance (PG) (page 265)
- Appendix 5 - List of Policies (page 273)
- Appendix 6 - List of Proposals (page 275)

Please use the text box below for your comments.

Your comments should be concise and limited to no more than 2,000 words. You should fully explain the issues you wish to be considered when the Proposed Plan is presented to Scottish Ministers for Examination. Please indicate whether you are seeking a change to the Proposed Plan (i.e. your representation is an objection) or if your representation supports the Proposed Plan as written.

Appendix 1 - Employment Land Allocations (page 99)	<input type="text"/>
Appendix 2 - Schedule of Housing Sites / Site Delivery Requirements (page 119)	<input type="text"/>
Appendix 3 - Schedule of Land Ownership (page 259)	<input type="text"/>
Appendix 4 - LDP Supplementary Guidance (SG) and Planning Guidance (PG) (page 265)	<input type="text"/>
Appendix 5 - List of Policies (page 273)	<input type="text"/>
Appendix 6 - List of Proposals (page 275)	<input type="text"/>

### 10. GLOSSARY (page 280)

An explanation of unfamiliar terms or expressions used in the LDP is provided to assist understanding of the document.

Do you wish to make a comment?

- yes
- no

Please use the text box below for comments.

Your comments should be concise and limited to no more than 2,000 words. You should fully explain the issues you wish to be considered when the Proposed Plan is presented to Scottish Ministers for Examination. Please indicate whether you are seeking a change to the Proposed Plan (i.e. your representation is an objection) or if your representation supports the Proposed Plan as written.

### 11. PROPOSALS MAPS

The LDP comprises a series of five maps which define settlement boundaries and illustrate land use zonings.

Do you wish to make a comment?

- yes
- no

If you wish to make comments please begin by selecting the relevant Proposals Maps from the list below.

- Proposals Map 1 - West Lothian
- Proposals Map 2 - Linlithgow & Broxburn Area
- Proposals Map 3 - Livingston Area
- Proposals Map 4 - Bathgate Area
- Proposals Map 5 - Villages

Please use the text box below for your comments.

Your comments should be concise and limited to no more than 2,000 words. You should fully explain the issues you wish to be considered when the Proposed Plan is presented to Scottish Ministers for Examination. Please indicate whether you are seeking a change to the Proposed Plan (i.e. your representation is an objection) or if your representation supports the Proposed Plan as written.

Proposals Map 1 - West Lothian	<input type="text"/>
Proposals Map 2 - Linlithgow & Broxburn Area	<input type="text"/>
Proposals Map 3 - Livingston Area	<input type="text"/>
Proposals Map 4 - Bathgate Area	<input type="text"/>
Proposals Map 5 - Villages	<input type="text"/>

## 12. ACCOMPANYING DOCUMENTS

Alongside the LDP is a suite of documents which are required by statute as part of the preparation and supporting evidence for the LDP.

Do you wish to make a comment?

- yes  
 no

If you wish to make comments please begin by selecting the relevant Accompanying Documents from the list below.

- Strategic Environmental Assessment (SEA) Environmental Report.
- Equalities & Human Rights Impact Assessment (EQHRIA).
- Strategic Flood Risk Assessment (SFRA).
- Habitats Regulations Appraisal.
- Transport Appraisal (TA).
- Action Programme.

Please use the text box below for your comments.

Your comments should be concise and limited to no more than 2,000 words. You should fully explain the issues you wish to be considered when the Proposed Plan is presented to Scottish Ministers for Examination. Please indicate whether you are seeking a change to the Proposed Plan (i.e. your representation is an objection) or if your representation supports the Proposed Plan as written.

Strategic Environmental Assessment (SEA) Environmental Report.	<input type="text"/>
Equalities & Human Rights Impact Assessment (EQHRIA).	<input type="text"/>
Strategic Flood Risk Assessment (SFRA).	<input type="text"/>
Habitats Regulations Appraisal.	<input type="text"/>
Transport Appraisal (TA).	<input type="text"/>
Action Programme.	<input type="text"/>

## 13. ADDITIONAL COMMENTS

Do you wish to submit any additional comments on the LDP?

- yes  
 no

Please use the text box below for your additional comments on the LDP.

Your comments should be concise and limited to no more than 2,000 words. You should fully explain the issues you wish to be considered when the Proposed Plan is presented to Scottish Ministers for Examination. Please indicate whether you are seeking a change to the Proposed Plan (i.e. your representation is an objection) or if your representation supports the Proposed Plan as written.

**Before pressing the submit button please review your submission and make any changes. Once you have pressed SUBMIT you will be unable to go back to the survey.**

Once we have received your submission we will send you a copy for your records. This could take up to 5 working days. If you do not receive a copy in that time please contact the Customer Service Centre.

## CONFIRMATION OF YOUR PARTICIPATION

We will send you an email notification as soon as your survey is submitted.

Please enter your email address below.