



## DEVELOPMENT MANAGEMENT COMMITTEE

### Report by Head of Planning, Economic Development and Regeneration

#### 1 DESCRIPTION

Erection of a 60 bed care home with associated access, parking and landscaping works at GM Flooring site, Falkirk Road, Linlithgow.

#### 2 DETAILS

<b>Reference no.</b>	<a href="#">0898/FUL/21</a>	<b>Owner of site</b>	Mr James Ritchie Sibbald Brownwright Mrs Maureen Gray Brownwright GM Flooring Contracts Limited Mr Billy Gemmell Owners of properties at 1 to 42 Broomyhill Place, in respect of replacement car parking spaces.
<b>Applicant</b>	Inuos Developments.	<b>Ward &amp; local members</b>	<b>Linlithgow</b>  Councillor Tom Conn Councillor Pauline Orr Councillor Sally Pattle
<b>Case officer</b>	Steven McLaren	<b>Contact details</b>	01506 282404 <a href="mailto:steve.mclaren@westlothian.gov.uk">steve.mclaren@westlothian.gov.uk</a>

**Reason for referral to Development Management Committee:** More than 15 objections including Linlithgow and Linlithgow Bridge Community Council

#### 3 RECOMMENDATION

- 3.1 Grant planning permission subject to conditions.

#### 4 DETAILS OF THE PROPOSAL AND BACKGROUND

- 4.1 Members will recall that the above planning application was heard on 17 August 2022 and continued by committee for two cycles to allow the applicant to review five matters raised by committee. Due to work being carried out by the applicant, continuations were requested to allow the revised vehicular access design works to be fully assessed. Details of these revisions are set out below. The previous report, with attachments, is appended for ease of reference.

- 4.2 The points raised by committee for discussion and resolution between officers and the applicant related to:  
(i) the repositioning of the two replacement parking spaces in Broomyhill Place (as amended by the minute of DMC on 14/9/22); (ii) the provision of signage to regulate the use of parking spaces; (iii) an increase in the overall number of proposed parking spaces within the site; (iv) an assessment of the safety of the public relative to the ingress/egress of the site and the location of barriers within the site and (v) to ensure that the proposed cycleway did not cause conflict with local residents.
- 4.3 The applicant has carried out a substantial review of the development layout (revised layout attached) and has increased the number of parking spaces from 14 to 21 and included an ambulance parking bay. This is a 50% increase in the parking provision within the site. Whilst the revised internal road and parking extends into the open space at the rear of the site, there is still sufficient open space available to create an attractive landscape area for staff and residents. There is also a secure garden area to the south of the building adjacent to Falkirk Road. The increase in parking provision as proposed is acceptable and meets the requirements of committee.
- 4.4 The original proposal for the parking bay relocation within Broomyhill Place was as a direct result of the vehicular exit from the site being proposed through Broomyhill Place. It should be noted that the land owner has a legal right to form a road link with Broomyhill Place through these bays. Nevertheless, the applicant has redesigned the development to allow for both the vehicular access and the exit to be onto Falkirk Road. Vehicular access is therefore no longer proposed through Broomyhill Place.
- 4.5 The new junction arrangement includes a single entrance and exit point from Falkirk Road, with the exit designed to allow a left turn only, incorporating a directional exit lane and traffic island. The revised junction arrangement has been assessed by Transportation and the exit onto Falkirk Road is acceptable. An independent Road Safety Audit has been carried out and has found no issue with the proposed junction arrangements. Details such as tactile paving will be incorporated into the overall design.
- 4.6 The revised access and exit arrangements removes the need for barrier-controlled traffic movements. There is still a requirement for a cycle/pedestrian route through the site and as such, signage can still be erected within Broomyhill Place advising that parking is for residents only and not for visitors or staff at the nursing home. A condition can be imposed which requires that the exact location of the signage is to be agreed with the planning authority.
- 4.7 With regards to the final action point on the use of the cycleway, it is clear that in order to provide a link through the site, it must connect with Broomyhill Place. There is support for the creation of this cycle route as it completes a 'missing link' for cyclists and therefore it is important to provide a solution.

- 4.8 The revised plan shows one of the parking bays at the previously proposed vehicular exit to Broomyhill Place being utilised as the pedestrian/cycle route through the site. The adjacent parking bay is some 9.3m in length and whilst this is not a full double length bay, it is sufficiently long that it could accommodate two vehicles from the same flat, in a similar way to a double length driveway for a housing development. Transportation has confirmed that the loss of a single parking space without a full replacement being provided does not raise concerns and that the double bay solution is acceptable.

<b>5. CONCLUSION AND RECOMMENDATION</b>
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- 5.1 The revised parking and junction arrangements and the proposed cycle/footpath link with Broomyhill Place are acceptable. These changes take into consideration the matters raised previously by committee and also take into consideration the wider issues raised by residents in respect of vehicular traffic exiting the site through Broomyhill Place.
- 5.2 The draft conditions have been amended in light of the proposed revisions and it is therefore recommended that planning permission is granted for the revised layout, subject to the amended conditions attached to this report.

<b>10. BACKGROUND REFERENCES &amp; ATTACHMENTS</b>
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- Draft conditions
- Revised site plan
- Road and footpath adoption plan
- Transportation's response
- Committee Minute (as amended)
- Committee report and attachments from 17 August 2022

Plans and site photos are available in the accompanying slide presentation pack.

Craig McCorriston

**Head of Planning, Economic Development and Regeneration**      **Date: 18 January 2023**

## **Draft Conditions:**

(1) Prior to the start of works on site, a Remediation Strategy shall be submitted for the consideration and written approval of the planning authority. The Remediation Strategy shall take into account the findings of the Stage 2 Investigation report by MM-EC geoenvironmental, dated January 2022. Once approved, the development shall be carried out in accordance with that strategy and to the satisfaction of the planning authority.

Thereafter, a Verification Report shall be submitted to demonstrate the remediation has been carried out in accordance with the approved strategy. The care home hereby approved, shall not be occupied until the Verification Report has been approved to the satisfaction of the planning authority.

*Reason To ensure the site is remediated in accordance with current standards and in the interest of human health.*

(2) The drainage for the development hereby approved shall be carried out in accordance with the Drainage & Water Management Strategy by Dewar Associates Ltd, Revision B, dated 24 August 2021 and the Flood Risk Assessment Report by Terrenus Land & Water, dated 24 April 2020, to the satisfaction of the planning authority, unless otherwise agreed in writing with the planning authority.

*Reason To ensure the drainage from the site is handled in an appropriate manner to the satisfaction of the council and taking into account the effects of climate change.*

(3) Prior to the start of work on site, details of the materials to be used on the roof, walls and road surfaces shall be submitted for the consideration and written approval of the planning authority. Once approved, the development shall be constructed in accordance with those details.

*Reason In the interest of visual amenity and pedestrian safety.*

(4) Prior to the start of works on site, a detailed landscaping plan shall be submitted for the development. The plan shall show the numbers and species of plants to be used within the site and include a planting schedule and maintenance programme for approval. Once approved the landscaping shall be carried out in the first planting season following the completion of the construction works to the satisfaction of the planning authority. The plan shall also identify existing landscaping out with the application site boundary and, where appropriate, any replacement planting. Trees adjacent to the site which are to be retained shall be protected in accordance with BS 5837(2012), Trees in relation to design, demolition and construction, to the satisfaction of the planning authority.

*Reason In the interest of visual and environmental amenity.*



(5) Prior to the occupation of the care home hereby approved, the cycle path/footpath to Broomyhill Place shall be available for use by the public, to the satisfaction of the planning authority.

*Reason To ensure the cycle path/footpath connection which has been supported as part of this application can be fully implemented for the benefit of the public.*

(6) Prior to the start of construction works, the developer shall bring forward details of signage for the entrance to Broomyhill Place which shall state that there is no vehicular access to or parking for the care home. Once approved, the signage shall be installed to the satisfaction of the planning authority.

*Reason In the interest of residential amenity.*

(7) The following restrictions shall apply to the construction of the development:

#### Noise (Construction)

- o Any work required to implement this planning permission that is audible within any adjacent noise sensitive receptor or its curtilage shall be carried out only between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 on a Saturday and at no time on a Sunday. This includes deliveries and operation of on site vehicles and equipment.

- o No generators shall be audible within any residential properties between the hours of 20:00 and 08:00.

#### Noise (Vehicles/Plant)

- o All site vehicles (other than delivery vehicles) must be fitted with non-tonal broadband reversing alarms.

#### Vibration (Construction)

- o Where piling or other significant vibration works are likely during construction which may be perceptible in other premises, measures must be in place (including hours of operation) to monitor the degree of vibration created and to demonstrate best practice. Prior to any piling or other significant vibration works taking place, a scheme to minimise and monitor vibration affecting sensitive properties shall be submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the details as approved.

#### Site Compound

- o The development shall not begin until the location and dimensions of any site compound and means of access to same have been submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the details as approved.






## Waste

o Effective facilities for the storage of refuse, building debris and packaging shall be provided on site. The facilities shall be specifically designed to prevent refuse, building debris and packaging from being blown off site. Any debris blown or spilled from the site onto surrounding land shall be cleared on a weekly basis. For the purposes of this condition, it shall be assumed that refuse, debris and packaging on surrounding land has originated from the site if it is of the same or similar character to items used or present on the site.

## Wheel Cleaning

o All construction vehicles leaving the site shall do so in a manner that does not cause the deposition of mud or other deleterious material on surrounding roads. Such steps shall include the cleaning of the wheels and undercarriage of each vehicle where necessary and the provision of road sweeping equipment.

*Reason: In the interests of visual and environmental amenity.*

- |   | APPLICATION SITE   |
|---|--|
|  | FENCE TYPE 1: 1200MM HEIGHT<br>ANTI - TRAP BOW TOP METAL<br>FENCING                    |
|  | FENCE TYPE 2: ANTI - TRAP BOW<br>TOP METAL FENCING ON LOW WALL.<br>1200MM TOTAL HEIGHT |
|  | FENCE TYPE 3: 1200MM POST AND<br>WIRE FENCE  |
|  | FENCE TYPE 4: VERTICAL TIMBER<br>BOARD FENCE 1800MM NOMINAL<br>HEIGHT.                 |
|  | FENCE TYPE 5: 1500MM METAL MESH<br>FENCE PANELS WITH POWDER COAT<br>FINISH.            |

**PROPOSED 60 BED CARE HOME**  
FFL: 49.00

**MAIN ENTRANCE**

**SECURE GARDEN**

**LANDSCAPED GARDENS**

**BIN STORE**

**TURNING HEAD**

**ACCESS TO PETROL STATION**

**NEW ENTRANCE AND EXIT TO SERVE APPLICATION SITE**

**Legend:**

- ① PAVING SUBS
- ② BLOCK PAVING - TYPE 1
- ③ BLOCK PAVING - TYPE 2
- ④ TARMAC - ROAD
- ⑤ TARMAC - FOOTPATH
- ⑥ RESIN BONDED FOOTPATH
- ⑦ GRAVEL STRIP
- ⑧ DECORATIVE PLANTING
- APPLICATION SITE
- FENCE TYPE 1: 1200MM HEIGHT ANTI-TRAP BOW TOP METAL FENCING
- FENCE TYPE 2: ANTI-TRAP BOW TOP METAL FENCING ON LOW WALL 1200MM TOTAL HEIGHT
- FENCE TYPE 3: 1200MM POST AND WIRE FENCE
- FENCE TYPE 4: VERTICAL TIMBER BOARD FENCE 1800MM NOMINAL HEIGHT
- FENCE TYPE 5: 1500MM METAL MESH FENCE PANELS WITH POWDER COAT FINISH

**Revision Table:**


Revision	By	Date	Description
Revision K	JS	15.12.2022	Site layout revised to reflect advice contained within Stage 2 Road Safety Audit.
Revision J	JS	11.11.2022	Site layout revised following further comment from WLC.
Revision I	JS	31.10.2022	Additional parking spaces indicated.
Revision H	JS	14.10.2022	Additional parking spaces indicated.
Revision G	JS	13.09.2022	Additional parking spaces indicated.
Revision F	JS	13.09.2022	Additional parking spaces indicated.
Revision E	JS	25.05.2022	Updated following Client meeting.
Revision D	JS	07.04.2022	General updates for Planning submission.
Revision C	JS	14.03.2022	Plan updated following Planning comments.

**planform**

Proposed Care Home  
30 Falkirk Road  
Linlithgow

**SITE PLAN AS PROPOSED**

DWG NO. 183-202 REV. K



# planform

Proposed Care Home  
30 Falkirk Road  
Linthgow

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## SITE PLAN AS PROPOSED

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DWG NO.	<b>183-202</b>	REV.	<b>K</b>
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SCALE	<b>1:200</b>	SIZE	<b>A1</b>
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DWN BY	<b>JS</b>	CHECK BY	<b>SD</b>
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CENTRUM BUILDING, 38 QUEEN STREET, GLASGOW, G1 3DQ**

Agenda Item 5

Broomyhill Place

55

Broomyhill Place

31 to 42

19 to 30





OPERATIONAL SERVICES  
ROADS & TRANSPORTATION  
DEVELOPMENT MANAGEMENT & TRANSPORTATION PLANNING

## ROADS & TRANSPORTATION CONSULTATION RESPONSE TO PLANNING APPLICATION

This proposal is (tick as appropriate)	
Acceptable without conditions	<input type="checkbox"/>
Acceptable with conditions noted below	<input checked="" type="checkbox"/>
Not acceptable & should be refused	<input type="checkbox"/>
HOLDING OBJECTION – The application is not acceptable in current format and applicant requires to submit additional information to enable the proposals to be fully assessed.	<input type="checkbox"/>

Signing Off	
DM & TP Officer Roads & Transportation	Chris Nicol
DM & TP Manager Roads & Transportation	
Date Issued to Development Management Officer	30 December 2021

Recommendation & Proposed Conditions	
	<p>From a Roads &amp; Transportation view, this application is approved subject to the following conditions</p> <p><b>A road opening permit will be required to allow construction of the new access on the adopted road. Please apply at: <a href="https://www.westlothian.gov.uk/article/32505/Road-Opening-Application-Section-56">https://www.westlothian.gov.uk/article/32505/Road-Opening-Application-Section-56</a>.</b></p> <p><b>A plan showing details of the proposed works will be required to be submitted with the application.</b></p> <p><b>The existing access at the traffic lights shall be closed off and footway reinstated with new kerbs and level. The Section 56 application shall include in this work.</b></p> <p><b>The traffic light shall be removed and wiring sorted to the satisfaction of the Road and Transportation manager.</b></p> <p><b>Details of the new access shall be agreed prior to work stating on site. The general layout drawing 183-202 rev K has the approved concept.</b></p> <p><b>Implementation of Road Safety Audit stage 2 plan to be approved prior to work stating on site.</b></p>

DM Case Officer	Steve McLaren	Applicant	Inuos Developments
Application Ref	0898/FUL/21	Date Issued	27 September 2021
Proposal	Demolition of existing showroom and warehouse facility and erection of new 60 bed care home with associated roadway, parking and landscaping works. This application shall include the implementation of a new vehicle egress point to Broomyhill Place and associated enabling works. Current application site is class 1 (Retail), proposed use Class 8 (Residential Institutions)		
Location	G M Flooring, Falkirk Road, Linlithgow		

DATA LABEL: PUBLIC

**Legislation & Guidance Applicable** (tick as appropriate)Roads (Scotland) Act 1984 ☒Designing Streets ☐SCOTS National Roads Development Guide ☒SUDS for Roads ☐Sewers for Scotland ☐**Constraints** (tick as appropriate)Public Footpath / Rights of Way ☐Core Path Plan ☐☐Control of Advertisements (Scotland) 1984 ☐Residential Development Guide 2018 ☐Other  
(please specify)

Site Description	Industrial units existing site
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Quality Plan	N/A
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Road Safety Audit	N/A
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Transport Assessment or Statement	N/A
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Does the red line boundary reach the adopted public road	Yes
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Is there a footway or footpath connecting the site to the existing adopted road network	Yes
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Drawings & documents assessed	Location Plan Proposed site plan 183-202 rev K
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Does Road Layout comply with WLC Standards	Yes
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Does Parking comply with WLC Standards (including disabled provision)	Parking is 1 space per 3 bedrooms plus 1 space per 5 staff.
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Sightline Requirements	N/A
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Do the proposals affect any existing TRO's (e.g) waiting restrictions, speed limits) or bus stop locations	No
Do the proposals affect any Core Paths, NCR's or Rights of Way	No
SUDS Details	
Site History including any previous planning applications	

ROADS & TRANSPORTATION MANAGER  
Operational Services  
Whitehill Service Centre  
4 Inchmuir Road  
Whitehill Industrial Estate  
Bathgate  
West Lothian  
EH48 2EP

MINUTE of MEETING of the DEVELOPMENT MANAGEMENT COMMITTEE held within COUNCIL CHAMBERS, WEST LOTHIAN CIVIC CENTRE, LIVINGSTON, on 14 SEPTEMBER 2022.

Present – Councillors Stuart Borrowman (Chair), William Boyle, Pauline Clark, Tom Conn, Lawrence Fitzpatrick and Pauline Stafford

Apologies – Councillors George Paul and Damian Doran-Timson

Prior to the start of the meeting the Panel observed a two-minute silence in honour of the passing of HM Elizabeth II.

1. DECLARATIONS OF INTEREST

Agenda Item 6 (App No.0520/FUL/22) - Councillor Pauline Clark declared an interest in that the applicant was known to her and she had discussed the application with them. Therefore, she would withdraw from consideration of the application; and

Agenda Item 7 (App No.0596/FUL/22) - Councillor Pauline Stafford declared an interest in that she had a personal connection to the applicant. Therefore, she would withdraw from consideration of the application.

2. ORDER OF BUSINESS

The Committee was advised that in respect of three applications that were expected to return to committee, one application (Ref 0295/FUL/22) had been withdrawn by the applicant and the other applications (Ref 0227/LBC/22 and 0226/A/22) had been appealed to the DPEA for non-determination.

Committee intimated it wished to ask questions on Items 9c, 9d & 9e; and

Committee agreed, in accordance with Standing Order 8(3), that agenda items 8, 9a, 9b, and 9f to 9l were to taken as read and their recommendations noted without further consideration

3. MINUTE

The committee approved the Minute of its meeting held on 17 August subject to the correction in respect of Minute 4 (page 16) in that the decision should reflect that the re-positioning of two car parking spaces related to those in Broomyhill Place and not spaces 13 and 14.

4. APPLICATION NO. 0385/H/22

The committee considered a report (copies of which had been circulated) by the Head of Planning, Economic Development and Regeneration





## DEVELOPMENT MANAGEMENT COMMITTEE

### Report by Head of Planning, Economic Development and Regeneration

#### 1 DESCRIPTION

Erection of a 60 bed care home with associated access, parking and landscaping works at GM Flooring site, Falkirk Road, Linlithgow.

#### 2 DETAILS

<b>Reference no.</b>	<a href="#">0898/FUL/21</a>	<b>Owner of site</b>	Mr James Ritchie Sibbald Brownwight Mrs Maureen Gray Brownwight GM Flooring Contracts Limited Mr Billy Gemmell Owners of properties at 1 to 42 Broomyhill Place, in respect of replacement car parking spaces.
<b>Applicant</b>	Inuos Developments.	<b>Ward &amp; local members</b>	<b>Linlithgow</b>  Councillor Tom Conn Councillor Pauline Orr Councillor Sally Pattle
<b>Case officer</b>	Steven McLaren	<b>Contact details</b>	01506 282404 <a href="mailto:steve.mclaren@westlothian.gov.uk">steve.mclaren@westlothian.gov.uk</a>

**Reason for referral to Development Management Committee:** More than 15 objections including Linlithgow and Linlithgow Bridge Community Council

#### 3 RECOMMENDATION

- 3.1 Grant planning permission subject to the attached conditions.

#### 4 DETAILS OF THE PROPOSAL AND BACKGROUND

- 4.1 The application site is within the settlement boundary in the West Lothian Local Development Plan, 2018 and lies within an area of Linlithgow Bridge which has a mix of residential and commercial uses. The site is approximately 0.4ha in size and is operated by GM Flooring as a carpet/flooring retail warehouse. There are currently two buildings on site, one to the front at Falkirk Road and one which sits at a lower level to the rear of the site.

- 4.2 The proposals involve the demolition of these buildings and the construction of a 60 bed nursing home over 3 floors and a basement level to the north end of the building. The site is orientated north/south in length and as a result a short elevation is presented towards Falkirk Road and the long elevations face east and west, towards the Sainsburys store and adjacent flats. A site plan and elevation details area appended to this report.
- 4.3 The site levels drop down towards the north and Main Burn and in doing so there is a basement level to the northern end of the building and this presents a 4-storey building at the north elevation. The closest houses to the north across Mains Burn are approximately 32m away and the closest point to the adjacent flats to the east is approximately 26m.
- 4.4 The building has been designed with two wings and central common areas with the laundry and other services set at the basement level. The design has been amended to reduce its overall massing and the use of materials has been simplified and amended in line with discussions and comments received. This is discussed further in the report.
- 4.5 Access to the site is currently via a signalised junction with the traffic lights at the corner of the Sainsbury's store and retail park. The exit signals within the site will be removed and a new entrance formed into the site off Falkirk Road. This access will be used for incoming traffic only with the exit being through Broomyhill Place. The proposed exit is through two existing parking bays which will be relocated within the Broomyhill Place flatted development.
- 4.6 The internal road through the site will be for staff, visitors and service vehicles only with the provision of a cycle path within the site, linking Falkirk Road and Broomyhill Place for both cyclists and pedestrians. Parking and landscaping will also be provided within the site.

## History

- 4.7 The relevant site history is set out below:
- 0957/FUL/96 – Erection of 2 industrial units, granted 15/1/97
  - 0036/FUL/06 - Sub-division and change of use from car/van hire premises to retail showroom and store, granted 16/3/06.
  - 0102/FUL/13 - Change of use to Class 1 Retail and alterations to building, granted 17/4/13.
  - 0502/P/14 - Planning Permission in Principle for 0.31Ha residential Development, granted 5/10/15.
  - 0791/MS/16 - Approval of matters specified in conditions of planning permission 0502/P/14 for the erection of six houses and associated road, cyclepath and landscaping, withdrawn 16/10/17.
  - 0799/FUL/16 - Change of use of warehouse to class 1 retail and alterations to building, granted 7/2/17.
  - 0801/FUL/16 - Erection of new workshop and extension to existing workshop, withdrawn 3/2/17.

## EIA Development

- 4.8 The scale and nature of the development is such that does not fall within the description of development set out in Class 10 of Schedule 2 of the Environmental Impact Assessment (Scotland) Regulations 2017 (EIA Regulations).
- 4.9 A screening assessment has been carried out in accordance with the EIA Regulations and due to the scale and nature of the proposed development it does not constitute EIA development.

## Equalities Impact

- 4.10 The application has been assessed and has no impact in terms of equalities or human rights.

## 5. REPRESENTATIONS

- 5.1 There are 28 objections to this application including objections from Linlithgow & Linlithgow Bridge Community Council and Linlithgow Civic Trust.
- 5.2 A summary of the representations is located in the table below.

Comments	Response
<ul style="list-style-type: none"> <li>Scale of the building.</li> <li>Design.</li> <li>Use of materials.</li> <li>Insufficient on-site parking.</li> </ul>	<ul style="list-style-type: none"> <li>These matters are discussed within Section 8 of the report.</li> </ul>
<ul style="list-style-type: none"> <li>Impact on education provision.</li> <li>Impact on health care provision.</li> </ul>	<ul style="list-style-type: none"> <li>These matters are discussed within Section 8 of the report.</li> </ul>
<ul style="list-style-type: none"> <li>Pedestrian and cyclist's safety.</li> <li>Road network incapable of taking additional traffic.</li> <li>Significant congestion at school times.</li> </ul>	<ul style="list-style-type: none"> <li>The limited vehicle movements through the site and the speed of traffic will have no adverse impact on road, cyclist or pedestrian safety.</li> <li>It is acknowledged that East Mill Road can become congested during school times. The operator can however control visitor and delivery times. These matters are discussed further in the report. There has been no objection from Transportation.</li> </ul>
<ul style="list-style-type: none"> <li>Impact on residential amenity.</li> <li>Noise from traffic.</li> <li>Noise from development vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>It is acknowledged that this will result in additional vehicle movements within Broomyhill Place. The movements will be exit only which will reduce vehicle numbers. This is discussed further in Section 8 of the report.</li> </ul>
<ul style="list-style-type: none"> <li>Impact on property values.</li> </ul>	<ul style="list-style-type: none"> <li>This is not a material planning matter.</li> </ul>
<ul style="list-style-type: none"> <li>Possible asbestos to be removed during demolition and impact on resident's</li> </ul>	<ul style="list-style-type: none"> <li>Planning permission is not required for the removal of the existing buildings. The</li> </ul>

Comments	Response
health.	method of demolition and control of asbestos is managed under the Building Standards and other legislation.
<ul style="list-style-type: none"> <li>Lack of formal notification to neighbours.</li> </ul>	<ul style="list-style-type: none"> <li>Neighbour notification was carried out in accordance with the requirements of the Development Management Regulations. As a result of the land ownership in respect of the two replacement parking spaces for the flats, the applicant served further land ownership notification to the owners of all the flats within Broomyhill Place.</li> </ul>

## 6. CONSULTATIONS

6.1 This is a summary of the consultations received. The full documents are contained in the application file.

Consultee	Objection?	Comments	Planning Response
Transportation	No	Acceptable subject to a road opening permit and the removal of the on-site traffic lights.	Noted.
Linlithgow Civic Trust	Yes	No objection to the principle. Change in design welcomed but scale, positioning on site and access remain issues. Impact on existing landscaping. Impact on Linlithgow medical practice.	Noted, the use of materials and other matters are discussed in Section 8 of this report.
Environmental Health	No	Standard construction conditions will be required.	Noted.
Flood Risk Management	No	The site is not at particular risk of flooding and drainage is suitable, subject to treatment levels being confirmed.	Noted. A condition can be used to ensure further information on treatment levels is submitted for consideration and approval.
Contaminated Land	No	Suitable to be granted with condition in respect of remediation strategy and verification reports.	Noted, a condition can be used to ensure a remediation statement is prepared and submitted for approval.
NHS			No response received.

<b>7. PLANNING POLICY</b>
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- 7.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 7.2 The development plan comprises the Strategic Development Plan for South East Scotland (SESplan) and the West Lothian Local Development Plan
- 7.3 The relevant development plan policies are listed below:

Plan and Policy	Policy Summary	Assessment	Conform?
West Lothian Local Development Plan (LDP) (2018)  DES1 - Design Principles	All development proposals will require to take account of and be integrated with the local context and built form.	The proposed scale and design of the nursing home is not out of character with the 3 and 4 storey blocks of flats to the east of the site or the massing of the adjacent supermarket and retail warehouses.	Yes
LDP  HOU6 – Residential Care and Supported Accommodation	New residential care facilities will be permitted where the location provides a good residential environment, the site is close to other facilities and travel infrastructure, the site is compatible with adjacent uses, suitable parking is available and it will not lead to an excessive concentration of non-mainstream residential uses to the detriment of the area.	The site is close to existing facilities including bus stops for a variety of services. It can provide a good environment for residents with landscaping within the site and is compatible with adjacent uses. Transportation has raised no objections to the development on the basis of its central location and that there is extensive free parking at Sainsbury's and the retail park opposite.	In Part. See discussion on parking.
LDP  NRG2 – Solar Roof Capacity Requirements	All new residential, commercial and industrial buildings must have a minimum installed solar roof capacity requirement	A condition can be used to ensure solar panels form an integral part of the development.	Yes
EMG2 – Flooding	Development will not be supported where the development will be at risk of flooding or where it will lead to an increase in the probability of flooding elsewhere.	An assessment has been carried out with regards to the potential impact of flooding from Mains Burn. The assessment finds that there is no risk to the development from flooding.	Yes

<b>Plan and Policy</b>	<b>Policy Summary</b>	<b>Assessment</b>	<b>Conform?</b>
EMG3 – Sustainable Drainage	Developments are required to take into consideration surface water flows and to ensure suitable filtration and attenuation to meet the requirements of the council's supplementary guidance on flooding and to take into consideration the effects of climate change.	A drainage strategy has been prepared which is acceptable to the council's Flood Risk Manager.	Yes
EMG6 – Vacant, Derelict and Contaminated Land	Developers are required to ensure that development sites are not classified contaminated land and that where required, suitable remediation is carried out in accordance with the council's supplementary guidance on contaminated land	A site investigation has been carried out. A remediation strategy is required and can be subject to condition.	Yes

7.4 Other relevant policy guidance and documents are listed below:

- SG: Flooding and Drainage, 2018
- SPG: Development on Contaminated Land, 2009

## **8. ASSESSMENT**

8.1 The determining issues in respect of this application are listed below:

### **Scale and design of the building**

- 8.2 Concern has been raised regarding overall scale of the building within the site and the design proposed. The applicant has intimated that from a costing and operational point of view, a 60-bed home is required. The financial and operational requirements of the applicant are not a material planning consideration therefore the assessment is made solely on the physical nature of the development.
- 8.3 The physical constraints of the site mean that it can only be constructed with long elevations facing east and west and gable views facing Falkirk Road and to the north. The result is that the building is a long and thin design. The architects have, however, introduced a curve to the building footprint to enhance the design and to utilise the constraints of the site.

- 8.4 The initial design has been amended to make a small reduction in the overall footprint and alter the roof design and materials mix. The roof design was reduced in scale, covering only the two wings and the central section is treated with a flat roof. Splitting the roof into two parts breaks up the extent of roof originally proposed and the overall massing of the building, particularly when seen from the east or west. The overall height has been reduced and now sits 0.29m below the height of the flats and 0.95m below the ridge line of the Sainsbury's store. This results in an overall reduction in height of 1.13m and ensures that the scale of the nursing home fits with the overall scale of the buildings adjacent.
- 8.5 Both Linlithgow Civic Trust and the community council agree that the revisions are more acceptable than the initial design, although the scale remains a concern. Further revisions have been made to incorporate the use of split-faced cast stone on the lower ground floor, in line with comments received. There is an overall simpler palette of materials proposed for the development with cast stone and render. A small section of cladding is to be used to accent the central section of the building and thus help break up the overall massing. The roof will be grey tiles and overall, the materials proposed fit well with the adjacent flats. The revised building details are acceptable and accord with policy DES1 (design principles) of the adopted LDP.

## Parking

- 8.6 Objections have been raised that the scale of the building on the site results in limited parking which cannot cater for the numbers of staff or visitors to the site and the impact of traffic on the residents of Broomyhill Place. The initial submission showed 13 spaces, including 3 disabled and 2 for electric vehicle (EV) charging. This provision has been revised to 14 spaces with 2 disabled and 2 EV charging. Whilst EV charging spaces are being provided, these can also be utilised as standard parking bays as managed by the operator.
- 8.7 Parking standards are based on 2 main criteria, whether the site lies within a town centre or elsewhere. Within a town centre there should be 1 space per 6 residents/couples plus 1 per 10 staff. Elsewhere that ratio changes to 1 space per 3 residents/couples and 1 space per 5 staff. For a 60 bed care home with a maximum of 20 staff on site at any one time that will equate to a requirement of 12 spaces within a town centre and 25 elsewhere. The site meets the requirements for a town centre location.
- 8.8 Whilst the site does not lie within a town centre location as identified in the adopted LDP, it is immediately adjacent to the designated 'Commercial Centre' which acts as a town centre with a combination of residential and shop uses, including a supermarket. There is extensive free parking at both the retail park and Sainsbury's and the site also lies on Falkirk Road with access to bus routes running within and through the town.
- 8.9 Transportation was consulted and raised no objections to the level of parking provision on site. There may be scope for additional parking within the site but this would impact on the extent of landscaping and open space to the north of the building which will benefit residents, staff and the public in general as seen from the north.



### **Access and exit from the site**

- 8.10 The proposal is to remove the signalised junction and close the access via the petrol filling station. A new access is proposed for the site approximately 8m to the west of the petrol filling station access. The exit from the site is proposed through the flatted development at Broomyhill Place.
  
- 8.11 Residents have raised concern that this one-way access will be used as a cut through for parents taking children to school and avoiding the traffic lights at East Mill Road/Falkirk Road. To prevent this happening, the access has been redesigned from that of a road junction and dropped pedestrian kerbs to a driveway access design which crosses the footpath. Barriers have also been included at the access and exit from the site to prevent the nursing home site being used as a cut through and to prevent unauthorised access from Broomyhill Place.
  
- 8.12 Concern has also been raised regarding the safety of this route for pedestrians and cyclists given that vehicles will travel in one direction and pedestrians can travel in both. This is a short stretch of private road which will have limited traffic and there will be a dedicated cycle path, marked out to differentiate it from the carriageway. The use of shared vehicle and pedestrian surfaces is common practice in housing estates and there are no concerns. Support for the cycle connection has also been received.
  
- 8.13 The exit from the site to Broomyhill Place will be through two existing parking bays which are to be relocated within the Broomyhill Place development. The new parking bays will require the removal of some existing landscaping and the building up of the burn's embankment. Replacement landscaping will be carried out following these works.
  
- 8.14 Transportation was consulted on the proposals for the removal of the existing traffic lights, the design of the junction into the site and the use of Broomyhill Place as the exit from the site. No objections were made on road safety grounds.

### **Residential amenity, pedestrian and road safety**

- 8.15 In terms of the construction phase, it can be conditioned that the exit through Broomyhill Place is not formed until the building works are substantially complete and before the nursing home is opened to residents. This will prevent any construction traffic utilising Broomyhill Place. Standard construction conditions will also be used to limit working times and to ensure residents are not disturbed unnecessarily. It is acknowledged though that any building project comes with a degree of disruption.
  
- 8.16 Residents within block 31-42 Broomyhill Place which face onto the site currently look onto the side of industrial style sheds with no amenity value. The proposed building sits approximately 13m further back from the boundary with Broomyhill Place and 26m from the flats. The design of the building is acceptable and there will be landscaping incorporated within the site. There are no concerns over visual amenity from the development.



- 8.17 It is accepted that the development will result in additional vehicle movements through the site, although it will only be used as an exit and therefore the impact will be limited. It should also be noted that planning permission has previously been granted for 6 houses on this site with the access coming from Broomyhill Place and so the principle of an access at this point has been established.
- 8.18 The applicant has provided a statement on traffic movements which concludes that for a care home of this size, around 15 visitor trips would be expected per day of these on average there would be 0.82 car visits per hour, or 9 per day.
- 8.19 The applicant has advised that at peak times, between 7am and 5pm, there would be 20 staff trips generated. Some staff may arrive by bus, cycle or walk and the applicant concludes that there would be around 0.6 car trips per hour for staff.
- 8.20 Servicing vehicles have been identified as daily food deliveries between 8am and 10am with a typical 7.5 tonne box lorry or similar, so no larger than a standard bin lorry which would normally access Broomyknow Place. Nursing supplies are delivered twice a week between 10am and 2pm using a long wheel base Transit or similar. General refuse collection will be in line with surrounding areas and specialist collection twice a week between 9am and 4pm.
- 8.21 Concern has been raised about congestion on East Mill Road leading to Linlithgow Bridge Primary School during morning and afternoon school drop off/pick up times. Photographs have been provided showing the extent of this problem. To prevent issues with larger vehicles exiting the site at these times and adding to the congestion, the care home operator can schedule deliveries and pick ups out with these times and control vehicle movements. In this regard, the existing situation on East Mill Road should not be exacerbated.
- 8.22 Concern was also raised about the nature of the road from Broomyhill Place and the bridge over Mains Burn and that this was not suitable for larger vehicles. This is a traditional design of standard width road with footpaths either side rather than a shared surface. It is appropriate for larger vehicles, such as a bin lorry and delivery vehicles, and Transportation raised no concerns about the road being able to cater for these vehicles.
- 8.23 Staff and visitors will make up around 1.5 vehicle trips per hour, generally between 9am and 8pm. That is not to say that every hour there will be between 1 and 2 vehicles leaving the site but that is an expected average figure. There will therefore be periods where a number of vehicles will leave, such as at the end of a shift, and there will be extended periods of inactivity. Even with the servicing vehicles, and travelling at very slow speed, they will only take a handful of seconds to pass the ground floor flats in block 31-42 in particular. The level of disruption or impact on residential amenity from vehicle movements exiting the care home will therefore not be significant.
- 8.24 It has been stated that children play in the street and that this development will result in a danger to these children. The safety of children and pedestrians in general is clearly extremely important. Children playing in the street will be aware that cars and other vehicles come and go and the design of the street is not a shared surface where vehicles and pedestrians are expected to occupy the same space. Only a small section of road is affected by additional vehicle movements and there are footpaths either side.

The exit from the site will also be controlled by a barrier therefore drivers will need to stop before leaving the site. This will afford an opportunity for both drivers and any children playing in the street to act accordingly.

- 8.25 The developer will be required to bring forward signage details for approval leading into Broomyhill Place that states access to the nursing home is via Falkirk Road and that staff/visitors to the nursing home are not permitted to park within Broomyhill Place. Taking into consideration all the points above, the impact on residents will be limited and the proposals accord with policy DES1 (design principles).

### **Impact on education**

- 8.26 Concern has been raised that if this care home is likely to accommodate people from Linlithgow, this will free up 60 houses onto the open housing market and as a result will have a detrimental impact on education infrastructure in the town. The assumption is that each resident within the care home, or a substantial number, will vacate a family size home which will in return be occupied by a family with school age children and thus result in a demand for additional school spaces.
- 8.27 However, this is highly unlikely. The reality is that residents to the care home will come from a variety of circumstances. Some will be living with family or a partner, some may be in sheltered accommodation or homes designed for the elderly and some may be transferred from hospital.
- 8.28 There will inevitably be some residents who are sole occupiers of family size homes however, if that individual required care in any case, space would need to be found for them within another care home in Linlithgow, West Lothian or a wider area. The result is that regardless of where care is to be provided, a house may be vacated and placed on the open housing market. There is no concern therefore that the proposed care home will result in an influx of family size homes on the housing market in Linlithgow and consequently affect the availability of school place provision.

### **Health care provision**

- 8.29 Concern has been raised that the introduction of a 60 bed nursing home will impact significantly on the health care services of Linlithgow Group Practice (LGP). The applicant has intimated that there is a demand for additional nursing home space within Linlithgow for the residents of the Linlithgow area. Currently there is only one care home, Linlithgow Care Home, in the town which provides 80 beds.
- 8.30 A Demand and Demographic Report submitted shows that within a 10 minute drive of the site, the demand for bed spaces was given as 336 in 2018, projected to 373 for 2023 and 424 by 2028. The supply available for each of these 3 periods is given as 206, 219 and 219 bed spaces. The result being that there is a shortfall of care home bed spaces of 130 and growing to an estimated 154 and 205 by 2028.

- 8.31 If, as the applicant states, the majority of residents will be from the Linlithgow catchment area for health care services, these residents will already form part of the case work for the GPs, nurses and other health care professionals within the LGP. The care for these individuals will have been carried out at the health centre, if possible, or in the community either at home or other setting such as sheltered housing.
  
- 8.32 Where a GP or ambulance service is required for these individuals, rather than attending at home for example, the visit will be carried out within the care home setting. There would be no additional impact on the health care service, simply the service being carried out in a different location.
  
- 8.33 Policy HOU6 (residential care and support accommodation) states that proposals for health care facilities and support accommodation will generally be permitted where the location provides suitable amenities for residents including garden ground; where the facilities are in close proximity to services and public transport; the proposals are compatible with adjacent uses and scale and character does not impact on the local area; there is sufficient parking to meet the requirements of residents, staff and visitors; the proposals will not result in a concentration of non-mainstream residential uses detrimental to the area and the proposal complies with other local plan policies.
  
- 8.34 As set out above the proposal is acceptable in terms of its design, layout and compatibility with other uses and is an appropriate use for this location.
  
- 8.35 A point has been raised regarding Policy HOU6 (residential care and supported accommodation) where care homes and other supported accommodation will be supported where it meets an identified local need as defined by agreed joint strategies and commissioning plans by the council and NHS Lothian.
  
- 8.36 Unfortunately NHS has not provided a comment on whether the proposed use meets an identified local need as defined by agreed joint strategies and commissioning plans by the council and NHS Lothian in order to satisfy Policy HOU 6. In the absence of this confirmation, judgement is required to ascertain if there is a need for the proposed use. There is no confirmation from NHS that the proposed use would be surplus to requirements and the fact an application has been submitted is evident of need in this locality for the proposed use. Paragraph 88 of the LDP notes the ageing population in West Lothian and the recent Housing Needs and Demand Assessment 3 also projects population increases in the older age groups. It is therefore considered that the need and demand for the proposed use is justified.
  
- 8.37 Population growth has generally been concentrated in the older age groups with people aged 65 to 79 increasing by 8.5% and those aged over 80 increasing by 20% across the South East Scotland (SESplan) area. However, in West Lothian, the increase has been more substantial. 32.5% of the population is aged 65 to 79, and an almost 31% increase in the population aged 80+. An aging population will have implications for health and social care provision. There may also be significant challenges for the housing sector as demand for types of houses change and lead to increased demand for supported living and sheltered housing.

- 8.38 It was raised that there is a need for an assessment of health care provision and supplementary guidance linked to developer contributions to aid the provision of health care. Policy HOU7 (healthcare and community facilities in new housing development) is not engaged as it relates to health care and community facilities in new housing developments. This is not a new housing development therefore policy HOU6, as discussed above, is the primary policy in respect of the provision of residential care. Developer contributions are therefore not required.

### **Impact on existing landscaping**

- 8.39 It is accepted that some landscaping on the west side of the site where it adjoins the Sainsbury's access road and footpath connection may be affected by the development. There is a landscape strip between the Sainsbury's footpath and the application site boundary which contains a beech hedge and tree planting. Given this lies out with the application site boundary, the developer will be required to erect protective fencing during the construction phase.
- 8.40 Should this landscaping be affected then a condition will be used to ensure it is reinstated along with the new landscaping associated with the development.

<b>9. CONCLUSION AND RECOMMENDATION</b>
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- 9.1 The application site is not specifically allocated in the LDP for any specific purpose therefore the proposed development must be assessed on its own merits.
- 9.2 Locating a nursing home within a mixed-use area of residential and shop uses, and with easy access to bus routes and additional off-site parking makes for an appropriate and sustainable location for a use of this type.
- 9.3 Whilst this is a large building, the context of the site adjacent to 3 and 4-storey flats, a supermarket and retail park means that the scale is not out of character. The design has been amended to reduce the overall massing by altering the roof design and simplifying the materials palette. The scale and design of the building within this context is therefore acceptable.
- 9.4 The parking, access and exit arrangements have been considered by Transportation and found to be acceptable. It is acknowledged that the care home use will introduce additional traffic through Broomyhill Place, however, this can be managed by the operator to prevent conflict with school traffic and the number of vehicle movements exiting through Broomyhill Place is not considered sufficient to be of significant detriment to the residents of the flats.
- 9.5 There is a shortfall of care home bed spaces in the area and this development will help to address that in part. It is therefore recommended that planning permission is granted, subject to conditions.

<b>10. BACKGROUND REFERENCES &amp; ATTACHMENTS</b>
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- Draft conditions
- Location Plan
- Site Plan
- Elevation Details
- Representations

Plans and site photos are available in the accompanying slide presentation pack.

Craig McCorriston

**Head of Planning, Economic Development and Regeneration**     **Date: 17 August 2022**

## **Draft Conditions:**

(1) Prior to the start of works on site, a Remediation Strategy shall be submitted for the consideration and written approval of the planning authority. The Remediation Strategy shall take into account the findings of the Stage 2 Investigation report by MM-EC geoenvironmental, dated January 2022. Once approved, the development shall be carried out in accordance with that strategy and to the satisfaction of the planning authority.

Thereafter, a Verification Report shall be submitted to demonstrate the remediation has been carried out in accordance with the approved strategy. The care home hereby approved, shall not be occupied until the Verification Report has been approved to the satisfaction of the planning authority.

*Reason To ensure the site is remediated in accordance with current standards and in the interest of human health.*

(2) The drainage for the development hereby approved shall be carried out in accordance with the Drainage & Water Management Strategy by Dewar Associates Ltd, Revision B, dated 24 August 2021 and the Flood Risk Assessment Report by Terrenus Land & Water, dated 24 April 2020, to the satisfaction of the planning authority, unless otherwise agreed in writing with the planning authority.

*Reason To ensure the drainage from the site is handled in an appropriate manner to the satisfaction of the council and taking into account the effects of climate change.*

(3) Prior to the start of work on site, details of the materials to be used on the roof, walls and road surfaces shall be submitted for the consideration and written approval of the planning authority. Once approved, the development shall be constructed in accordance with those details.

*Reason In the interest of visual amenity and pedestrian safety.*

(4) Prior to the start of works on site, a detailed landscaping plan shall be submitted for the development. The plan shall show the numbers and species of plants to be used within the site and include a planting schedule and maintenance programme for approval. Once approved the landscaping shall be carried out in the first planting season following the completion of the construction works to the satisfaction of the planning authority. The plan shall also identify existing landscaping out with the application site boundary and any trees adjacent to the site shall be protected in accordance with BS 5837(2012), Trees in relation to design, demolition and construction, to the satisfaction of the planning authority.

*Reason In the interest of visual and environmental amenity.*

(5) For the avoidance of doubt, the exit from the site through Broomyhill Place and the formation of the replacement parking spaces shall not be formed until the care home hereby approved is substantially complete, and to the satisfaction of the planning authority.

*Reason To ensure construction and contractor's vehicles do not use Broomyhill Place or park within the flatted development and in the interest of residential amenity.*

(6) Prior to the opening of the care home hereby approved, barriers at the entrance and exit of the site shall be installed to the satisfaction of the planning authority. Once installed, the barriers shall be maintained in good order and to the satisfaction of the planning authority.

*Reason In order to prevent unauthorised vehicle movements and in the interest of residential amenity.*

(7) Prior to the start of construction works, the developer shall bring forward details of signage for the entrance to Broomyhill Place which shall state there is no vehicular access to or parking for the care home. Once approved, the signage shall be installed to the satisfaction of the planning authority.

*Reason In the interest of residential amenity.*

(8) The following restrictions shall apply to the construction of the development:

#### Noise (Construction)

o Any work required to implement this planning permission that is audible within any adjacent noise sensitive receptor or its curtilage shall be carried out only between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 on a Saturday and at no time on a Sunday. This includes deliveries and operation of on site vehicles and equipment.

o No generators shall be audible within any residential properties between the hours of 20:00 and 08:00.

#### Noise (Vehicles/Plant)

o All site vehicles (other than delivery vehicles) must be fitted with non-tonal broadband reversing alarms.

#### Vibration (Construction)

o Where piling or other significant vibration works are likely during construction which may be perceptible in other premises, measures must be in place (including hours of operation) to monitor the degree of vibration created and to demonstrate best practice. Prior to any piling or other significant vibration works taking place, a scheme to minimise and monitor vibration affecting sensitive properties shall be submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the details as approved.

### Site Compound

o The development shall not begin until the location and dimensions of any site compound and means of access to same have been submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the details as approved.

### Waste

o Effective facilities for the storage of refuse, building debris and packaging shall be provided on site. The facilities shall be specifically designed to prevent refuse, building debris and packaging from being blown off site. Any debris blown or spilled from the site onto surrounding land shall be cleared on a weekly basis. For the purposes of this condition, it shall be assumed that refuse, debris and packaging on surrounding land has originated from the site if it is of the same or similar character to items used or present on the site.

### Wheel Cleaning

o All construction vehicles leaving the site shall do so in a manner that does not cause the deposition of mud or other deleterious material on surrounding roads. Such steps shall include the cleaning of the wheels and undercarriage of each vehicle where necessary and the provision of road sweeping equipment.

*Reason: In the interests of visual and environmental amenity.*





Agenda Item 5

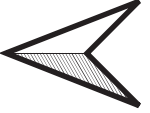


West Lothian  
Council

0898/FUL/21 - Falkirk Road - Linlithgow - EH49 7PJ

Development Management - West Lothian Civic Centre - EH54 6FF

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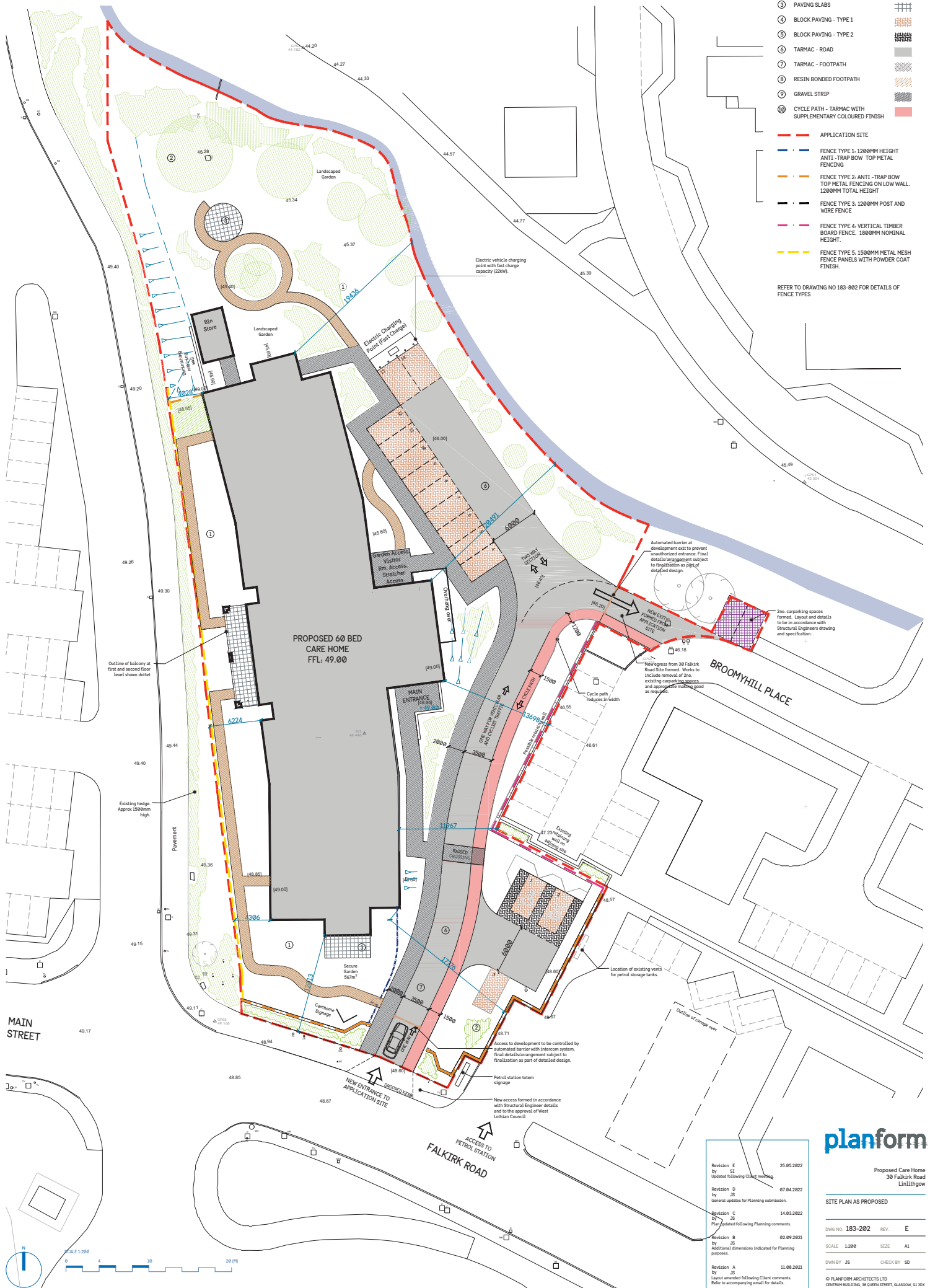
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- REFER TO DRAWING NO 183-802 FOR DETAILS OF  
FENCE TYPES







**From:** [Alastair Morrison](#)  
**To:** [McLaren, Steve](#)  
**Subject:** Thanks from Cyclists: 0898/FUL/21 Care Home Development  
**Date:** 29 May 2022 22:34:35

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Mr McLaren,

This is in response to your letter, dated 26 April 2022, sent by Email, letting me know that changes had been made to the plans for the Care Home on the site of GM Flooring.

At that time, I did try to download the revised plan and other new documents, but did not succeed. This was unusual: usually I manage to download planning documents, and I have succeeded today. I noted that you asked for a reply by 17 May 2022, but felt that it was unlikely that I could add anything to my already lengthy submission, and I allowed other commitments to take priority.

Today, I did find time to try again, and was extremely pleased to find that the 'REVISED SITE PLAN-6163630.pdf' contains everything which I had suggested in relation to the cycling route, specifically in my option 3. On the plan, the northbound carriageway is labelled "One-way for vehicular and cyclist traffic", and the plan also shows a southbound cycle path, labelled as such, and which will be distinctively coloured on the ground.

Moreover the TRAFFIC STATEMENT-3175819.pdf mentions that "...the roadway through the site should act as a cycle route ... with appropriate signage provided" – something which I had stressed in my submission.

The purpose of this Email is to thank you for ensuring that the cycling aspects of the development have not been ignored - or should I thank the developer for this?

Thanks again,

Alastair Morrison



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COMMENTS ON PLANNING APPLICATION 0898/FUL/21  
CARE HOME ON SITE OF GM FLOORING, FALKIRK ROAD, LINLITHGOW

From: Dr Alastair Morrison, 20 Sheriffs Park, Linlithgow, EH49 7SS  
Submitted on Thursday 14<sup>th</sup> October, 2021.

During the period from 2008 to 2017, Linlithgow Cycling Action Group, a pressure group organised by Dave du Feu, was pressing for various improvements to the network of cycle paths within the built-up area of Linlithgow. I was a member of that Group. Thanks to the work of the cycling officers, and others in the Council, most of the missing links in the cycle path network within the built-up area have now been provided, but two links are still missing. One of these is in the NW part of Linlithgow and would run through the land which is the subject of the present application.

To see how the planning application fits into the cyclist's view of Linlithgow, consult the map "Love Linlithgow- Smarter Travel Choices" which was published by West Lothian Council about 2016 or 2017. Note that since its publication Sellars Road/Path (also called Cellar Road) has been given a tarmac surface all the way to Mains Road, making it very suitable for utility cycling.

The purpose of completing the NW part of the circumferential cycle route is to allow utility journeys to and from the Stockbridge Retail Park, Sainsbury's, and via Sellars Path to the Leisure Centre and the tow path, by people living in streets such as Avalon Gdns and Clark Ave, or by staff and visitors to the existing Linlithgow Care Home; and by people living in Springfield, e.g. in Grange View or Sheriffs Park, who are afraid to cycle on the High St or other main roads in the town. (The other missing link would provide cyclable access to the canal tow path from Springfield).

I previously made comments on planning application 0791/MS/16, which was for 6 houses on the north part of the present site. The need for a cycle path was evidently understood at that time, because the application proposed a shared-use path descending directly east from the Sainsburys car park. I was able to show that this would be too steep for cycling. I suggested that the ideal route for a cycle path would start at the 'Safeway crossroads' and go due north, as described below. I asked if it was permissible to postpone the decision on the houses until an application in relation to the future of the existing buildings in the southern part of the site had been made, so that the cycle path could be incorporated in its optimum location. In fact, GM Flooring withdrew their planning application in Oct 2017, and we now have a proposal for the whole site which I was hoping could include the optimum route for the cycle path.

I regret that in the present application I have not found any mention of a cycle path, or a route to be followed by cyclists, except for one mention of cycle parking. This is surprising in view of the urgent need to avoid global warming. I realise that the present application was probably preceded by an application for planning permission in principle, which has escaped my notice, when it might have been easier to influence the outcome. Nevertheless, I will discuss below the possibility of adapting the proposal slightly at this stage, to provide the missing link.

It might be claimed that the 'missing link' is already provided by one of two existing routes.

(A) A cyclist coming round the north side of Linlithgow Loch would most likely choose to use Parkhead Road so as to avoid causing undue nuisance to round-the-loch walkers, would use the existing traffic island to cross A706, and continue straight ahead (west) to the end of Clark Ave. From here, a path crosses the Mill Burn, goes straight across Avalon Gardens, SW along the edge of the playing field, then joins the recently-improved path which ascends gradually SE along the east side of the Mains Burn. It joins Broomyhill Place, and the cyclist has no alternative to following this SE to join East Mill Road, which emerges onto A803 at the 'East Mill Road crossroads'.

(B) If the cyclist is already familiar with the details of the roads and paths in this area, she could choose to follow either of 2 branches of Clark Ave, then choose the correct path to cross the Mill Burn into Avalon Gardens. She then has to choose the correct branch of Avalon Gardens which

leads, steeply uphill, to a path which passes Linlithgow Bridge Primary School. She then has no choice but to descend steeply down East Mill Road to the A803.

Cyclists will find route B unsatisfactory in either direction, because (a) it requires the expenditure of energy to climb the hill, which is immediately wasted by the steep descent following, and also (b) it does not lead directly to the intended destination, so that cyclists may get lost unless detailed signs are posted (not the policy in Linlithgow apparently). Route A is preferable because it has more gradual slopes, and leads more directly to its destination.

Neither of the existing routes can be regarded as providing the 'missing link', because both of them start/end at the East Mill Road crossroads. This is 200m along the A803 main road from the north end of the cycle route along Sellars Path, at the 'Sainsbury crossroads'. The Council provides the network of off-road cycle paths mainly to help cyclists who are not confident on main roads, so it is clearly not acceptable to include 200m of main road in the network. Moreover, a cyclist heading from East Mill Road to Sellars Path or vice-versa has to cross the Falkirk Road (A803) by way of two signalised crossroads, both of which have a confusing layout. A cyclist arriving at Falkirk Road by East Mill Road may be uncertain whether the traffic lights will sense the presence of his cycle automatically, or does he need to press a button to make a right turn when mounted on his cycle? Also, he sees two pedestrian crossings which cross Falkirk Road, to his east and west, but both are a little way from the actual crossroads. He will wonder if they are part of the crossroads traffic lights, or are they separately timed so that he has to dismount and go and press a button to cross Falkirk Road on foot. At the Sainsbury crossroads the north and west lights are Toucan. On the south side there is a pedestrian crossing but it is not Toucan, and on the east side there is no pedestrian crossing at all.

It is not clear how the cyclist is intended to travel between these two junctions: on the carriageway; by on-road cycle lanes which are marked on the carriageway, though the one on the north side of the road is not complete; on the footway which is unusually wide on the north side of the road, as if intended for shared use; through the forecourt of a petrol station; or through the car park of the Retail Park, which is accessible to pedestrians by a small ramp. Moreover, in the absence of signs, cyclists may be unaware of the existence of the onward route.

For the above reasons I feel that a cyclable link still needs to be provided running north from the north end of Sellars Path. The ideal route would be a shared-use path along the western edge of the grounds now being relinquished by GM Flooring, beginning close to the Sainsburys crossroads, sloping gently down below the bluff which forms the east side of the Sainsburys car park, and ultimately crossing the Mains Burn on a level shared-use bridge to join the newly-improved path on its east bank. There is a location here where the two sides of the Mains Burn both happen to be quite high and of the same height. The bridge might serve to disguise any sewers or other utilities which have to cross the Burn near here.

I will now consider several alternative possibilities for providing an adequate cycling link, assuming that the present proposal for a Care Home is, broadly-speaking, accepted.

1. Insert the cycle path in its optimum location, as described above. The path would have the fence of the care home to its east and the steep bluff below Sainsburys car park on its west side. Some cycle paths e.g. much of the tow path, have as little as 1 m of tarmac, but this path would have to be 1.5 or 2 metres wide to allow for the lack of 'elbowroom' to the east and the possible accumulation of soil and leaves from the wooded bluff to the west. Therefore, on the plan, the care home would have to be moved about 1.5 or 2m to the east. It also appears that, because the north half of the care home would have a basement floor but the south half would not, construction of the care home would create a sudden change of level, which might be awkward to avoid on the path. This would remove one of the reasons that this is the optimum route for the path i.e. that it would have a gradual slope. Probably the proposers would not be willing to accept this alteration at this stage.

2. Accept the plan as currently proposed, with traffic one-way northbound on the access road to the care home. This would be quite acceptable for cycles heading NE from Sellars Road. After crossing A803 by the Toucan crossing, a cyclist would be only 20m from the entrance to the access road, and could quickly reach it, either by wheeling her cycle along the footway or cycling along the cycle lane on the carriageway. The footway is unusually wide here so this short section might be marked as a shared path. She could then TL past the care home, and onto Broomyhill Place. After crossing the bridge over the Mains Burn, she would probably choose to TL and follow the recently-improved path downstream beside the Mains Burn, then along the edge of the playing field, straight across Avalon Gardens, and over the Mill Burn, to join Clark Avenue and thence to A706.

On the other hand, this option would NOT be OK for cyclists heading SW. They would still have to emerge at East Mill Road crossroads and struggle westwards along A803.

3. Make the access road to the care home 2-way for cyclists but one-way northbound for vehicles. Northbound cycles would use the carriageway. For most of the length of the access road, there is a footway about 1m wide on the east side. There is space for this to be widened in most places. Near the entrance from A803, there is space to add a wide footway on the east side. These widened footways could be designated as shared-use paths, with southbound cycling permitted on them. If this facility is to be used, it will be necessary to erect signs to divert southbound cycles on Broomyhill Place and East Mill Road over the bridge and into the access road from the care home. They should emerge onto A803 only 20m from the Sainsburys crossroads, instead of 200m, and would probably just wheel their cycles to the Toucan crossing.

4. Close vehicle access to the care home from and to A803. This would mean all vehicle access would be from Broomyhill Place and most of the access road would be 2-way for vehicles. This was suggested in the submission by Linlithgow and Linlithgow Bridge Community Council. If we then made entry to the access road from and to A803 for pedestrians and cyclists only, this would be ideal. Cyclists could use the carriageway of the access road with relative safety, and no widened footways would be needed (though widened carriageways might be!) Again, signage would be needed to divert southbound cyclists over the bridge in Broomyhill Place.

-----END OF SUBMISSION-----

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Alan Herd

Address: Lady Park St.Ninian's Road Linlithgow EH49 7BN

## Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed location of the care home is totally unsuitable due to a number of factors.

- a) access to and exit from the care home: the access road is very poorly located as it will create even more of a bottleneck at an already congested junction (4 way junction at traffic lights plus petrol station access). The exit road is not suitable for the increased traffic as it cuts through the access road and parking at the rear of the Broomyhill flats. This road unsuitable as it is very narrow and has a number of tight corners. The exit road has a junction with the road to and from Linlithgow Bridge Primary; at the start and end of the school day this is also a bottleneck. There is also a danger to young children travelling to and from school on foot.
- b) increased traffic in Broomyhill Place: the houses and flats here were constructed in a residential cul-de-sac. This cul-de-sac will become much more heavily trafficked due to ambulances, delivery vehicles, visitor cars.
- c) the plans only have 10 parking spaces. This is clearly not sufficient. As a result, vehicles are likely to park in visitor spaces and in-shops for the flats and houses in Broomhill place.

In summary, the proposed site is not large enough to cope with the requirements of the care home. The location is totally unsuitable given the surrounding buildings, houses, flats and roads.



# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Allan Haining

Address: No 6 Broomyhill Place West Lothian Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We object to the traffic management for this development, specifically;

- The impact on Broomyhill Place traffic associated with the one way system, which may be used by traffic from the West as a shortcut to the Primary School, avoiding the East Mill Road traffic lights.
- The road corner radius at the bridge over the stream in to Broomyhill Place flats is tight leading to vehicles swinging in to the middle of the road bridge - a current risk issue, where an increase in traffic will increase the likelihood of a vehicle collision.
- The 12 parking spaces in the development seem inadequate for the numbers of staff and visitors associated with operation of the care home, which will likely impact the private Visitor parking for the Broomyhill Place flats. (And possibly Sainsburys or the Retail park).
- The roads within the Broomyhill Place flats other than the "hammerhead area" at the bridge have not been taken over by the council and the residents are liable for repairs.
- The pedestrian and cycle paths within the development will become a thoroughfare for the Primary School children. It is not clear that the access footpath, cycle path and road are segregated.

There is a perfectly good set of traffic lights controlling vehicle access/egress to the current GM Flooring premises. The development should plan and provide a completely self contained access/egress route and parking for all traffic, without impacting Broomyhill Place residents.

Generally, it is not clear how bin collection Lorries will access or navigate the development to the

bin storage in the lower area.

A & CH Haining

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Andrew Gillespie

Address: 45 Broomyhill Place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: I recommend 'on demand' traffic light system for traffic exiting the flats and care home onto Broomyhill Place cul de sac.

It is a blind exit and vehicles come out onto Broomyhill Place without warning.

From: Ann McNair  
Sent: 10 October 2021 17:05  
To: Planning <Planning@westlothian.gov.uk>  
Subject: Comments on application for planning permission

Application number 0898/FUL/21  
G M Flooring, Falkirk Road, Linlithgow, EH49 7PJ

I totally object to this planning permission due to the loud noise and disruption this will cause and the fact that my bedroom is practically right next to the building site. The builders will probably start work early in the mornings and finish in the evening.

Also, half of my neighbours are at home more including myself due to ill health or are retired. Some of them are elderly. This building work would really affect us. We shouldn't have to put up with constant noise and disruption day after day for maybe a year or more or however long it takes. It just doesn't seem right.

I have nothing against care homes but I think this is all wrong building it so close to a block of flats. I have been to a couple of care homes and have noticed they are placed so far apart from people's homes.

So please give this some consideration and build it somewhere else.

Ann McNair  
31 Broomyhill Place  
Linlithgow  
EH49 7BZ

-

From: calum.cawley  
Sent: 08 May 2022 16:14  
To: Planning <Planning@westlothian.gov.uk>  
Subject: Rejection of care homes proposal

Dear Sirs,

It has just come to my attention that a 60 bed care home is being proposed at Falkirk road Linlithgow. I wish to object to this proposal based on the following points.

1. This will have a major impact on the quality of life of the current residents at broomyhill place. The road which is being proposed will become a major thoroughfare with no alternative route. At present young children play in this quiet corner, traffic volumes would be intolerable and consequently dangerous.
  2. The desirability of the existing development will become less so being the only entrance and exit point to a large care home.
  3. Traffic though our grounds will include staff, visitors, commercial deliveries (including HGVs), emergency ambulances and doctors. The volume will be unacceptable and again potential accident site.
  4. The volume of traffic will be dangerous not only to ourselves, children and pets but to the traffic exiting and trying to gain entry into the care home through only one solitary route.
  5. There are only about 10 parking spaces in the development, clearly not enough for visitors, staff and deliveries. The overspill will park on our estate, by the detached houses and on East Mill Road this will cause chaos and no doubt disputes with potential damage to the residents cars.
  6. Our road is very narrow with sharp corners and totally unsuitable for the potential traffic.
  7. We do not know if the bridge to our estate is strong enough for the potential traffic.
  8. Around the corner of Broomyhill Place and East Mill Road is already mayhem and dangerous at school leaving time as children leave Linlithgow Bridge Primary School. There are dozens of children crossing the road and it is jammed with parked cars. Additional traffic through this would be adding to already a dangerous site.
  9. The corner of East Mill Road and Falkirk Road is narrow and dangerous even with traffic lights. I have already had a car run the lights and crash into my car at great cost and injury to myself.
  10. The proposed cycle path will be to the right-hand side of the proposed exit road as it enters our estate. Danger will be increased by cars and cycles crossing position on the road.
  11. The proposed cycle path will become a pedestrian rat run through our estate to Falkirk Road. This increases impact on quality of life and danger.
  12. The proposed 2 replacement car parking places for our flats are on a steep bank with a huge drop to the stream. How can these be safe?
  13. The existing building on the site is believed to contain asbestos. There is no plan to check this, nor proposal for how it is to be safely removed.
  14. The impact on flat owners' quality of life and safety during construction will be intolerable, with the noise created during construction and potential damage to the development at broomyhill.
- I do hope you take all these points into consideration and reject this proposed construction of a care home at broomyhill Linlithgow.

Yours sincerely

Calum Cawley

Resident of 27 Broomyhill place Linlithgow

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Christopher Haining

Address: 30 BroomyHill Place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am objecting to the development of this care home as layed out in the plans due to the following points

- Impact on the traffic. The mains burn bridge where the corners are tight and blind and traffic swings in to the middle of the road I personally have had 2 near misses in my 3 years here and the additional tarffic creates further risk.
- Impact on parking. The WLC planning regulations I believe require 1 parking space per 3 rooms and 1 space per 5 staff. The current parking seems inadequate which will likely lead to overspill into broomyhill visitors parking and possibly even resident parking.
- It remains to be seen if the additional parking over the mains burn is feasible.
- It is not clear that the road system is adequate for bin lorries, food deliveries and care home support traffic for example amulances/doctors etc.
- I would also note that the secure garden for residents is right next to the busiest road junction in linlithgow.
- I have no ojections to a care home development however, as planned the development maximises the size and number of beds to the detriment of broomyhill residents and the local amenity.

The development should be reduced in size to accomodate traffic, parking and access as a completely self contained facility.

Christopher Haining

Sent: 13 May 2022 16:34

To: Planning <Planning@westlothian.gov.uk>

Subject: OBJECTION TO PLANNING APPLICATION 0898/FUL/21, CARE HOME at FALKIRK ROAD, LINLITHGOW EH497PJ

We object to the care home planning application Ref 0898/FUL/21 on Falkirk Road, Linlithgow. The objection is primarily based on the proposed unacceptable exit route through Broomyhill Place and replaces all previous comments.

The exit route will be an unacceptable blight on, and impact on the quality of life of, the residents of Broomyhill Place flats. This is particularly the mainly elderly pensioners who occupy most of the ground floor flats.

The desirability and value of all flats on the site would fall.

The exit road into the flats is only 5 meters wide with 1.2 meters for cyclists and pedestrians (no path) and only 3.8 meters for all other traffic from the home. This joins the 2 way flat grounds at a turning and parking point with no road markings. This is the quietest and greenest area of the flats grounds used by children and pet owners. This would be unacceptably dangerous.

The 24 hour volume and nature of the traffic from the care home would be unacceptable. This will include visitors, staff, doctors, emergency ambulances, and both light and heavy commercial vehicles.

The route of the exit is unsuitable for increased traffic volumes due to the nature of the roads. Unmarked, narrow, sharp turns and a bridge that will require a weight test for the increased traffic. Today it can only be used with care and even when it is clear cars passing in opposite directions must drive slowly and carefully. At various points traffic is automatically over the centre of the road.

The most serious objection relates to the unacceptable danger the proposed exit route would have to children attending Linlithgow Bridge Primary School. At school opening and closing times it is mayhem, children from the age of 4 milling around

with parked cars (many on pavements) and East Mill Road regularly blocked in both directions (photos attached). To add further traffic, particularly emergency and commercial vehicles, would be criminally irresponsible.

After 2 disabled car parking spots and 2 electric car charging points there are only 10 car parking spaces for visitors and care home staff. There appears to be no spaces for delivery drivers under the revised plans. The location of the care home is on the border of Linlithgow Bridge and Linlithgow. It is in a town but not the town centre. West Lothian Council's own rules require a new care home away from a town centre to have a minimum of 1 space per 3 residents/couples plus 1 space per 5 staff. The proposed spaces are clearly not enough. Drivers unable to park have to drive into Broomyhill Place and then East Mill Road. They will naturally park here, causing further disturbance to residents and most importantly add to the mayhem and danger to primary school children as described above.



The existing buildings on the proposed site contain asbestos. A detailed plan for its safe removal is required. Without this the danger to residents and children is unacceptable.

The proposed cycle path is unnecessary and increases danger as it is joined and left at both ends. There are no natural routes for cyclists through the grounds of the care home or the flats, it is effectively "the cycle path to nowhere". It will be used as a rat run by cyclists and pedestrians in both directions with the particular danger described above in the grounds of the flats.

The road through the care home will also be used as a rat run to access the primary school and Broomyhill Place by traffic arriving at the entrance to the care home from the west. Drivers will do this to avoid the difficult traffic light junction on Falkirk Road into East Mill Road that is so tight most traffic crosses the centre of the road when turning.

The exit route requires the replacement and repositioning of 2 existing visitor car parking place at the Broomyhill Place flats. The proposed position of these is not big enough to accommodate 5 meter car parking spaces. (photo attached). From the edge of the road to the hedges surrounding our estate is only 3.6 meters and it is 3.8 meters to trees. The hedge and trees will both have to be removed and the hedging replaced. Also at under 4 meters the ground falls away at an angle of over 45 degrees to the stream below. To accommodate the replacement car parking spaces and hedging extensive hardcore and support will have to be built and landscaped. The stream floods annually about 50 meters below this point, an expert survey will be required to check the support works would not add to this problem.

The local GPs surgery in Linlithgow is reported to be stretched beyond normal capacity already. Their opinion must be sought as to whether they could meet the demands of 60 additional patients, with higher than average needs, within their current capacity.

The site for the proposed care home is not designated for such use in the current local authority plan.

The disruption during construction would be completely intolerable for the residents of Broomyhill Place.

West Lothian Council have not advised all residents of the Broomyhill Place flats, located on the land we own immediately adjacent to the development site, of the planning application in line with regulation 18 of the current planning application regulations. The legal procedures around the application have therefore not been correctly followed. This is currently subject to a formal complaint which appears to be heading to the council's external regulator.

Duncan and Julia Galley  
24 Broomyhill Place  
Linlithgow  
EH49 7BZ  
13th May 2022











# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Miss Fionnuala Glover

Address: 22 Broomyhill Place Linlithgow EH497BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am very concerned about the road to the care home through Broomyhill Place. This is because it exits on to a road that links with a primary school and as such the safety of the children will be affected. It will also affect the traffic especially during pick up and drop off. Furthermore it will have an adverse affect on residents of Broomyhill place during construction and greenery will be destroyed. The site itself had asbestos which is also very dangerous. Finally erecting this care home will put additional pressure on the Linlithgow Medical Centre which is already vastly oversubscribed.

32 Broomyhill Place  
LINLITHGOW  
EH49 7BZ

16 May 2022

West Lothian Council Development Management  
West Lothian Civic Centre  
Howden South Road,  
Howden,  
LIVINGSTON  
EH54 6FF

To Whom It May Concern,

**Reference Application 0898/FUL/21**  
**G M Flooring, Falkirk Road, Linlithgow. Eh49 7PJ**

**Present Application: 0898/FUL/21**

The present application is for the demolition of showroom and warehouse facility and erection of a 60 bed care home with associated access, parking and landscaping works. Exit of the development is by extending Broomyhill Place through the two parking bays bordering the burn.

In principal, I have no objection to the erection of a care home of a reasonable size. 30 or 40 beds for a site that size would be more realistic, with the entrance and exit remaining at the existing traffic controlled junction.

The increase in traffic via the proposed exit route through Broomyhill Place is not welcome and is seen as a reason to object. There are also several other objections to the proposal.

**OBJECTIONS:**

1. The application should not be allowed to proceed until it includes a plan for the removal of the old premises.
2. The access road for the site clearance and building phases should not be from Broomyhill Place.
3. The proposed exit route through Broomyhill Place and additional 2 way cycle track will lead to serious road safety issues and access issues for the existing residents at Broomyhill and pupils, staff and parents/guardians at Linlithgow Bridge Primary School. Having a cycle track looping through care home grounds would also be hazardous to Care Home residents, staff and visitors.

4. The effect of the proposal on our amenity, specifically in regard to noise, loss of privacy, increased vehicle exhaust pollution, and in hours of darkness; light pollution.
5. Landscaping proposal in regard to the removal of two existing parking spaces and proposed new location of two parking spaces.
6. The capability of local infrastructure to support the proposed development.

**Objection 1:** The existing building will have to be removed and a layer of top soil removed then replaced. Previous reports of the site confirms that the building roof is contaminated by Asbestos. The use of the site over many years would suggest that the soil throughout may be contaminated, in any case it will be unsuitable for gardens. None of the reports mention large tanks at the south end of the building which contain liquid. Removal of these materials will have a health and safety risk to the residents of the surrounding homes and even as far as Linlithgow Bridge Primary School (the prevailing wind blows from the site over these areas). A plan is required confirming the clearance quickly after approval to avoid vandalism and possibly fire raising, infestation and, considering the state of the building, bits falling off and into our property. Clearance should be through the Falkirk Road entrance, avoiding further risk to the residents.

**Objection 2:**

East Mill Road and Broomyhill Place are unsuitable for the heavy vehicles, and should not be used for site access and for delivery to and from the site.

A. The roads are narrow and entering via Falkirk Road and leaving via Broomyhill Place onto Falkirk Road will involve three 90 degree turns, these vehicles occupy up to 70% of the road width, effectively blocking the road and at times the pavements.

B. The school, existing housing to the north of the burn and the pedestrian path to the playing fields and estates to the west, along with the 42 households of Broomyhill Place, means that the route is now well used by pedestrians and vehicles. Vehicles can only enter and exit by using East Mill Road.

C. Use of the roads around the apartments is governed by “burdens” applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Health and Safety and the comfort/convenience of the residents, ensuring access for emergency vehicles if required. The gardens remain private property and should not be damaged

*Note: experience with the site on the north of the burn, showed that the site was allowed to extend out onto Broomyhill Place and East Mill Road with vehicles being parked for loading and unloading. They also crossed the bridge into the apartment complex and attempted to turn using the entrances to the parking areas, confirming the unsuitability of the road. Reversing signals were a major source of noise pollution. Surrounding the proposed site all homes and apartments are all occupied*

*and any spread of the building site would have serious health, safety risks, comfort implications for residents, pedestrians and vehicles.*

**Objection 3:** The additional traffic as a result of the proposed exit route via Broomyhill Place and East Mill Road will lead to road safety risks and access issues for residents.

A. Use of the roads around the apartments is governed by “burdens” applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Health and Safety and the comfort/convenience of the residents, ensuring access for emergency vehicles. The gardens remain private property and should not be damaged. Additionally, the green space surrounding the apartment buildings, including the site of the proposed two new parking spaces, is frequently used by residents with children and pets as a communal garden and much-loved green space / seating area. The increase in traffic and addition of the exit route through Broomyhill Place will result in a material change to our amenity and the way of life for the residents. Similarly, the residents of the houses to the north of the burn and their children frequently use their front gardens, which poses an obvious road safety risk due to an increase in traffic caused by the site.

B. Linlithgow Bridge Primary School is situated to the north of East Mill Road. During peak times, East Mill Road is lined with school traffic, which subsequently encroaches on Broomyhill Place. The addition of more traffic from the proposed site will prove hazardous when taking into account pedestrians and school children especially during peak times.

**Objection 4:** The effect of the proposed exit route through Broomyhill Place will have a significant impact on our amenity, predominantly due to excessive noise, increased exhaust pollution, and during hours of darkness; increased light pollution from traffic. Being located on the ground floor I would anticipate a marked effect on my amenity.

A. This is relevant both during construction - reversing signals and constant presence of large machinery have previously been a major source of noise pollution during the construction of the houses to the north of the burn - and after completion due to an increase in traffic directly past the front the apartment building (where all bedrooms and living spaces are located).

B. A working 60 bed care home operates 24 hours a day, 7 days a week, requiring care home staff to work shift patterns (normally 3 shifts with a handover period). There would also be a constant flow of residents’ visitors, and many different service providers eg: Doctors, Nurse Practitioner, Psychiatric Nurses, Dieticians, Chiropodists, Paramedics, Funeral Directors, Dental Services, Hairdressers, Activity Coordinators, etc.



There would also be a large number of delivery drivers (large and small vehicles) using the exit throughout the day.

All of these vehicles would have to exit the residence directly through Broomyhill Place, resulting in a constant increase in noise levels and exhaust pollution. This drastically alters our amenity at Broomyhill Place, which is currently a quiet residential complex.

As a ground floor occupier, retired and situated right at the proposed exit, I would be especially detrimentally effected by the exit proposal.

These entrance/exit plans will create a ratrun for vehicles and bikes from Falkirk Road through to East Mill Lane, endangering Care Home residents, staff and visitors, Broomyhill residents and visitors and Linlithgow Bridge Primary School pupils, staff and parents/guardians.

Also, If this proposal goes ahead, will the Council start to grit and clear 1-42 Broomyhill Place roads? Presently residents pay for the grit and clear the roads.

C. The proposal states that there will be; two electric fast charge points (these are not parking spaces), 8 parking bays, and 2 disabled parking spaces. This is clearly not sufficient for staff, service providers and visitors of a 60 bed care home. As previously mentioned, A working 60 bed care home operates 24 hours a day, 7 days a week, requiring care home staff to work shift patterns (normally 3 shifts with a handover period). There would also be a constant flow of residents' visitors, and many different service providers eg: Doctors, Nurse Practitioner, Psychiatric Nurses, Dieticians, Chiropodists, Paramedics, Funeral Directors, Dental Services, Hairdressers, Activity Coordinators, etc.

I object to the current proposed parking plan, as I believe that those accessing the care home will have no option other than to find parking elsewhere. This poses a risk to our amenity as people are likely to park at Broomyhill Place. Use of the roads around the apartments is governed by "burdens" applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Health and Safety and the comfort / convenience of the residents and ensuring access for emergency vehicles. Parking spaces at Broomyhill Place are privately owned.

**Objection 5:** The proposed site for the exit route through Broomyhill Place will require the removal of two parking bays. The proposal suggests the addition of two new spaces. However, the proposed site for these is not suitable or safe, there is not enough depth to park a car there, and there is a steep bank with a huge drop down to a stream.

A. I object to the location of the 2 proposed parking bays in what is now being referred to as a 'retained' area. Also, Why have Broomyhill Residents been paying for the garden maintenance of this 'retained' area since the development was built?

B. The proposal for the two new parking bays has not taken into consideration the levels of the site. The proposed area includes an embankment and roughly 3m level change to the burn as well as existing and established trees and hedgerow.

C. Any attempt to remove 2 well established trees and bushes, and an established hedge;; which support a wide variety of wild life, would have a detrimental impact on the environment, wildlife and residents wellbeing.

**Objection 6:** The capability of local infrastructure to support the proposed development.

A. Linlithgow Bridge Primary School is situated to the north of East Mill Road. During peak times, East Mill Road is lined with school traffic, which subsequently encroaches onto Broomyhill Place. This is evidence that the current road system is not adequate and therefore could not cope with additional traffic.

B. The current junction from Falkirk Road onto East Mill Road is already regularly congested and is already unsuitable for the current traffic it receives. This will only become more of an issue with the addition of exiting traffic from the proposed site.

C. We do not know if the bridge access to Broomyhill Place is strong enough for the proposed traffic (construction and post construction).

D. On Falkirk Road, within 300 metres, there are already two major supermarkets, one retail park, a petrol station and a primary school. The addition of extra traffic running to and from the proposed site within this 300 metre area will put extra pressure on the current infrastructure. This will create additional problems as road traffic in Linlithgow (especially in these areas) is already a major issue.

E. The road from the proposed Care Home as it enters our grounds will be 3.8 meters wide alongside the 1.2 meters cycle path. 3.8 meters for ambulances and commercial vehicles etc cannot be safe.

F. The designation of the site under the Local Authority local plan does not allow a care home.

Finally; I have given considerable information on the issues considered important. I ask that you consider the objections and comments.

Yours Faithfully,

Hamilton Ross Woodburn

32 Broomyhill Place  
LINLITHGOW  
EH49 7BZ

Tel: [REDACTED]

11/10/21

West Lothian Council Development Management  
West Lothian Civic Centre  
Howden South Road,  
Howden,  
LIVINGSTON  
EH54 6FF

To Whom It May Concern,

**Reference Application 0898/FUL/21**  
**G M Flooring, Falkirk Road, Linlithgow. Eh49 7PJ**

**Present Application: 0898/FUL/21**

The present application is for the demolition of showroom and warehouse facility and erection of a 60 bed care home with associated access, parking and landscaping works. Exit of the development is by extending Broomyhill Place through the two parking bays bordering the burn.

Acceptance: this development is seen as improving the area and is supported.

The increase in traffic via the proposed exit route through Broomyhill Place is not welcome and is seen as a reason to object. There are also several other objections to the proposal.

#### **OBJECTIONS:**

1. The application should not be allowed to proceed until it includes a plan for the removal of the old premises.
2. The access road for the site clearance and building phases should not be from Broomyhill Place.
3. The proposed exit route through Broomyhill Place will lead to road safety and access issues for the residents.
4. The effect of the proposal on our amenity, specifically in regard to noise, loss of privacy, increased vehicle exhaust pollution, and in hours of darkness; light pollution.
5. Landscaping proposal in regard to the removal of two existing parking spaces and proposed new location of two parking spaces.

6. The capability of local infrastructure to support the proposed development.

**Objection 1:** The existing building will have to be removed and a layer of top soil removed then replaced. Previous reports of the site confirms that the building roof is contaminated by Asbestos. The use of the site over many years would suggest that the soil throughout may be contaminated, in any case it will be unsuitable for gardens. None of the reports mention large tanks at the south end of the building which contain liquid. Removal of these materials will have a health and safety risk to the residents of the surrounding homes and even as far as Linlithgow Bridge Primary School (the prevailing wind blows from the site over these areas). A plan is required confirming the clearance quickly after approval to avoid vandalism and possibly fire raising, infestation and, considering the state of the building, bits falling off and into our property. Clearance should be through the Falkirk Road entrance, avoiding further risk to the residents.

**Objection 2:**

East Mill Road and Broomyhill Place are unsuitable for the heavy vehicles, and should not be used for site access and for delivery to and from the site.

A. The roads are narrow and entering via Falkirk Road and leaving via Broomyhill Place onto Falkirk Road will involve three 90 degree turns, these vehicles occupy up to 70% of the road width, effectively blocking the road and at times the pavements.

B. The school, existing housing to the north of the burn and the pedestrian path to the playing fields and estates to the west, along with the 42 households of Broomyhill Place, means that the route is now well used by pedestrians and vehicles. Vehicles can only enter and exit by using East Mill Road.

C. Use of the roads around the apartments is governed by “burdens” applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Health and Safety and the comfort/convenience of the residents, ensuring access for emergency vehicles if required. The gardens remain private property and should not be damaged

*Note: experience with the site on the north of the burn, showed that the site was allowed to extend out onto Broomyhill Place and East Mill Road with vehicles being parked for loading and unloading. They also crossed the bridge into the apartment complex and attempted to turn using the entrances to the parking areas, confirming the unsuitability of the road. Reversing signals were a major source of noise pollution. Surrounding the proposed site all homes and apartments are all occupied and any spread of the building site would have serious health, safety risks, comfort implications for residents, pedestrians and vehicles.*

**Objection 3:** The additional traffic as a result of the proposed exit route via Broomyhill Place and East Mill Road will lead to road safety risks and access issues

for residents.

A. Use of the roads around the apartments is governed by “burdens” applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Health and Safety and the comfort/convenience of the residents, ensuring access for emergency vehicles. The gardens remain private property and should not be damaged. Additionally, the green space surrounding the apartment buildings, including the site of the proposed two new parking spaces, is frequently used by residents with children and pets as a communal garden and much-loved green space / seating area. The increase in traffic and addition of the exit route through Broomyhill Place will result in a material change to our amenity and the way of life for the residents. Similarly, the residents of the houses to the north of the burn and their children frequently use their front gardens, which poses an obvious road safety risk due to an increase in traffic caused by the site.

B. Linlithgow Bridge Primary School is situated to the north of East Mill Road. During peak times, East Mill Road is lined with school traffic, which subsequently encroaches on Broomyhill Place. The addition of more traffic from the proposed site will prove hazardous when taking into account pedestrians and school children especially during peak times.

**Objection 4:** The effect of the proposed exit route through Broomyhill Place will have a significant impact on our amenity, predominantly due to excessive noise, increased exhaust pollution, and during hours of darkness; increased light pollution from traffic. Being located on the ground floor I would anticipate a marked effect on my amenity.

A. This is relevant both during construction - reversing signals and constant presence of large machinery have previously been a major source of noise pollution during the construction of the houses to the north of the burn - and after completion due to an increase in traffic directly past the front the apartment building (where all bedrooms and living spaces are located).

B. A working 60 bed care home operates 24 hours a day, 7 days a week, requiring care home staff to work shift patterns (normally 3 shifts with a handover period). There would also be a constant flow of residents’ visitors, and many different service providers eg: Doctors, Nurse Practitioner, Psychiatric Nurses, Dieticians, Chiropodists, Paramedics, Funeral Directors, Dental Services, Hairdressers, Activity Coordinators, etc.

There would also be a large number of delivery drivers (large and small vehicles) using the exit throughout the day.

All of these vehicles will have to exit the residence directly through Broomyhill Place, resulting in a constant increase in noise levels and exhaust pollution. This drastically alters our amenity at Broomyhill Place, which is currently a quiet residential complex.

As a ground floor occupier, retired and situated right at the proposed exit, I would be especially detrimentally effected by the exit proposal.

C. The proposal states that there will be; two electric car parking spaces, six parking bays, one drop off/pick up bay and three disabled parking spaces. This is clearly not sufficient for staff, service providers and visitors of a 60 bed care home.

As previously mentioned, A working 60 bed care home operates 24 hours a day, 7 days a week, requiring care home staff to work shift patterns (normally 3 shifts with a handover period). There would also be a constant flow of residents' visitors, and many different service providers eg: Doctors, Nurse Practitioner, Psychiatric Nurses, Dieticians, Chiropodists, Paramedics, Funeral Directors, Dental Services, Hairdressers, Activity Coordinators, etc.

We object to the current proposed parking plan, as we believe that those accessing the care home will have no option other than to find parking elsewhere. This poses a risk to our amenity as people are likely to park at Broomyhill Place. Use of the roads around the apartments is governed by "burdens" applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Health and Safety and the comfort / convenience of the residents and ensuring access for emergency vehicles. Parking spaces at Broomyhill Place are privately owned.

**Objection 5:** The proposed site for the exit route through Broomyhill Place will require the removal of two parking bays. The proposal suggests the addition of two new spaces. However, the proposed site for these is private property and belongs to the residents of Broomyhill Place. The gardens remain private property and should not be damaged.

A. I object to our private property being used in this manner and consider it damage to the private gardens.

B. The proposal for the two new parking bays has not taken into consideration the levels of the site. The proposed area includes an embankment and roughly 3m level change to the burn as well as existing and established trees and hedgerow.

C. Any attempt to remove well established trees and bushes; which support a wide variety of wild life, would have a detrimental impact on the environment.

**Objection 6:** The capability of local infrastructure to support the proposed development.

A. Linlithgow Bridge Primary School is situated to the north of East Mill Road. During peak times, East Mill Road is lined with school traffic, which subsequently

encroaches on Broomyhill Place. This is evidence that the current road system is not adequate and therefore could not cope with additional traffic.

B. The current junction from Falkirk Road onto East Mill Road is already regularly congested and is already unsuitable for the current traffic it receives. This will only become more of an issue with the addition of exiting traffic from the proposed site.

C. On Falkirk Road, within 300 metres, there are already two major supermarkets, one retail park, a petrol station and a primary school. The addition of extra traffic running to and from the proposed site within this 300 metre area will put extra pressure on the current infrastructure. This will create additional problems as road traffic in Linlithgow (especially in these areas) is already a major issue.

Finally; I have given considerable information on the issues considered important. I ask that you consider the objections and comments.

Yours Faithfully,

Hamilton Ross Woodburn



35 Broomyhill Place  
**LINLITHGOW**  
**EH49 7BZ**

13 October 2021

West Lothian Council  
Development Management  
West Lothian Civic Centre  
Howden South Road,  
Howden,  
LIVINGSTON

**EH54 6FF**

**Attention - Steve McLaren**

**Reference Application 0898/FUL/21**  
**G M Flooring, Falkirk Road, Linlithgow.**  
**EH49 7PJ**

**There are several objections to the application.**

**OBJECTIONS:**

- 1. The application does not include a plan for the removal of the old premises.**
- 2. The access road for the site clearance and building phases should not be through Broomyhill Place.**
- 3. The application lacks detail of the provision of parking facilities against potential volume.**
- 4. The question of through traffic has not been addressed.**
- 5. Traffic management is required on Falkirk Road.**
- 6. Broomyhill Parking**

**Comments on Objections: The building in the plans looks like any residential building. Details of the day to day operation of the facility can only be guessed at using similar premises as a guide, however the points can be understood.**

Objection 1: The existing buildings will have to be removed. Your report on the site confirm (previous application) that the building roof is contaminated by Asbestos. None of the reports mention the large tanks at the south end of the lower building, which contain liquid and are many years from inspection. Removal of these materials will have a health and safety risk to the residents of the surrounding homes and even as far as the school (the prevailing wind blows from the site over these areas). The cars of block 31/43 park next to site boundary and could be at risk. A plan is required confirming the clearance quickly after approval to avoid vandalism and possibly fire raising, infestation and, considering the state of the building,

bits falling off (into our property). Clearance should be through the Falkirk Road entrance, avoiding further risk to the residents.

Objection 2: East Mill Road and Broomyhill Place are unsuitable for the heavy vehicles which could be used on site and for delivery to the site, there is a lack of data on this aspect.

- a. the roads are narrow and coming from Falkirk road will involve three 90 degree turns, these vehicles occupy up to 70% off the road width, effectively blocking the road or at times the pavements.
- b. the school and established residences plus the pedestrian path to the playing fields and estates to the west, mean that the route is now well used by pedestrians and vehicles. Vehicles can only enter and exit by using East Mill Road.
- c. use of the roads around the apartments is governed by “burdens” applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restriction are for Health and Safety and the comfort/convenience of the residents, ensuring access for emergency vehicles if required. The gardens remain private property and should not be damaged.

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Objection 3: Parking is an issue in all developments today yet this application appears to make no (or inadequate) provision; the plan shows 13 spaces, let us deduct 3 disabled, 2 drop off and 2 electric, so 6 working spaces. It is suggested that these will be inadequate for the staff, certainly during day shifts. The plan is for 60 beds; assuming two visiting period each day and, being generous, 15 to 30 visitors per period, with a higher ratio at weekends and holidays. Parking provision seems to have been overlooked? The overflow will affect Sainsbury, the Retail Park and Broomyhill (see 2c above.)

Objection 4: A previous application was for 6 houses on the lower site, using Broomyhill for in and out. The likely traffic volume from this development was regarded as an inconvenience. Using the figures above and adding some commercial traffic during the day including early and late shift changes, will result in a considerable increase in the daily flow. As a residential area, there will be an increase in noise, pollution and danger to the families. As this daily flow, including the visiting exodus twice a day will use East Mill Road, the schools children parents coming and going on the school run will be in danger. It is doubtful that the twists and turns through Broomyhill would cope and East Mill Road, particularly at the junction with Falkirk Road would fail regularly at peak times. The conclusion is that there is a failure to recognise the inadequacy of the roads and try to gain approval for the obvious disaster being proposed.

Objection 5: There is already a junction, beside the garage IN entrance used by the vans and customers of the carpet business. What will change is the likely volume as described elsewhere. A central right turn lane covering the garage and Residential Home might be the answer? There are already delays at the Sainsbury turn and the Aldi turn, this proposal will simply add to the congestion.

Objection 6: The move of the Broomyhill parking places onto the verge is not acceptable. It is likely that the bays would be too long and require damage to the hedge and trees. Nurtured, at the expense of the residents and owners. A suggested solution would be to place a lay-bye from the present boundary fence extending into the property by two car lengths.

Finally; I have given considerable information on issues considered important. My conclusion is that the building is too large and ambitious for the site. The building cannot be serviced adequately and the surrounding area suffers a loss of facilities. The committee is asked to consider the objections and comments.

Yours faithfully,

Homer Fairley

35 Broomyhill Place  
**LINLITHGOW**  
**EH49 7BZ**

13 October 2021

West Lothian Council  
Development Management  
West Lothian Civic Centre  
Howden South Road,  
Howden,  
LIVINGSTON

**EH54 6FF**

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Yours faithfully,

Homer Fairley

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Iain Lackie

Address: 1 Broomyhill Place Linlithgow West Lothian EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having studied the reviewed application and although changing the access to a one way system with entry from the Falkirk Road and exit via Broomyhill Place is more favourable it does not compensate for other issues previously raised.

In Support of all the objections and comments made from other residents in October 2021, especially insufficient parking spaces for the care home staff and visitors. The heavy volume of traffic over the narrow bridge in Broomyhill Place leading to East Mill Road where traffic already builds up with parents collecting their children from the Primary School, this will surely have an implication on Road Safety!!.....

To sum up this application, if approved, will no doubt disrupt the equilibrium of a nice peaceful, respected, residential estate!!

Your faithfully

Iain Lackie

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mrs Jacqueline Sihota

Address: 10 Broomyhill Place Linlithgow EH49

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The planning application for the proposed 60 bed care home next to Broomyhill Place has been reopened for public comment, the planning reference number is 0898/FUL/21. This is open until 17th May.

The issue with the application is that the proposed care home has a one-way system with the only exit through the grounds of our flats. The only change in recent months is that there is also now a cycle route as well as the exit route through our grounds.

There are many reasons to object;

1. This will have a major impact on the quality of life of the flat residents, a very quiet corner will become a major thoroughfare. Children and pets play in this quiet corner, traffic volumes would be intolerable.
2. The desirability and value of flats would fall.
3. Traffic through our grounds will include staff, visitors, commercial deliveries (including HGVs), emergency ambulances and doctors. The volume will be unacceptable.
4. The volume of traffic will be dangerous to ourselves, children, pets and our cars and other property.
5. There are only about 10 parking spaces in the development, clearly not enough for visitors, staff and deliveries. The overspill will park on our estate, by the detached houses and on East Mill Road.
6. Our road is very narrow with sharp corners and totally unsuitable for the potential traffic.
7. Not known if the bridge to our estate is strong enough for the potential traffic.
8. Around the corner of Broomyhill Place and East Mill Road is already mayhem and dangerous at school leaving time as children leave Linlithgow Bridge Primary School. There are dozens of children crossing the road and it is jammed with parked cars. Additional traffic through this would be criminal.



9. The corner of East Mill Road and Falkirk Road is narrow and dangerous even with traffic lights. Even cars can only get round by crossing over the centre of the road.
10. The proposed cycle path will be to the right-hand side of the proposed exit road as it enters our estate. Danger will be increased by cars and cycles crossing position on the road.
11. The proposed cycle path will become a pedestrian rat run through our estate to Falkirk Road. This increases impact on quality of life and danger.
12. The proposed 2 replacement car parking places for our flats are on a steep bank with a huge drop to the stream. How can these be safe?
13. The existing building on the site is believed to contain asbestos. There is no plan to check this, nor proposal for how it is to be safely removed.
14. The impact on flat owners' quality of life and safety during construction will be intolerable.

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Dr Jillian Allatt

Address: East Troughstanes Kingscavil Linlithgow EH49 6NA

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I write on behalf of my daughter, a flat owner at Broomyhill Place. [REDACTED]

My main objection to the proposed development is the access/egress arrangements.

During the build phase, the quality of life of the residents will be adversely impacted by heavy vehicles travelling through what is a quiet road. The road was not designed for such traffic and I believe the plan to route traffic through Broomyhill Place is fundamentally unsafe for residents.

The turning onto East Mill Road is narrow, as is that onto Falkirk Road, and completely unsuitable for large, heavy vehicles. As this also forms access to the primary school the potential for accidents must be high.

On completion, the volume of traffic would remain high, with staff shift changes, deliveries, visitors and, potentially, ambulances. This would continue to pose risks to residents as well as noise nuisance.

My further concern relates to the paucity of parking spaces on the care home site. There is an inadequate number for the staff, not to mention visiting professionals and residents' visitors.

Inevitably, many of these vehicles would use parking spaces designated for residents of Broomyhill Place, reducing amenity for the home owners. Further, the two proposed replacement parking spaces in Broomyhill Place are poorly situated and potentially unsafe.

**From:** Karen Beattie <  
**Sent:** 16 May 2022 14:07  
**To:** Planning <[Planning@westlothian.gov.uk](mailto:Planning@westlothian.gov.uk)>  
**Subject:** 0898/FUL/21

Please see attached pictures to support my objection for the application 0898/FUL/21, 60 bed Care Home in Linlithgow, Case Officer Steven McLaren.

I look forward to hearing from you

Kindest wishes

Karen









































# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mrs Karen Beattie

Address: 56 Broomyhill place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am very disappointed with the new design plan. The points raised for the safety of children and vulnerable adults at the road has not been discussed nor addressed.

There is a safety concern here - and an already very busy area with traffic.

I object strongly to the idea of the exit for all the traffic from a very narrow, highly populated and built up area. It is unacceptable and the implications proposed ignored and clearly not thoroughly thought. I will upload pictures from 3 separate days of school pick ups and drop off to show some of the regular traffic.

There will be dr and nurse vehicles along with visitors and staff on shifts, this will bring a great amount of noise too which we currently do not experience.

I am unsure why the exit can not be the entry? The traffic kept within the land of the care home.

I look forward to a response please.

Kind wishes - Karen Beattie

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mrs Karen Beattie

Address: 56 Broomyhill place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My house is one of those opposite to the proposed exit site for the car park.

I am fully supportive of the Residential Care Home at this previous carpet warehouse site.

However, I am fully opposed to the exit road plans. The narrow bridge should not be considered as an exit road for extra traffic.

My main concerns around this idea is safety. This is a small road, taking cars to a quiet residential area or onto a road which if turning left leads up to turning circle at a primary school - more traffic on the already over used area is a safety concern. Not only for the children whom walk to and from school but the vulnerable adults within the residential care home.

Not only is there very little passing place for the current traffic volume, this small area has absolutely no capacity for additional traffic.

I also have concerns about noise throughout the various working shift patterns and visitations which would impact the current residents but also the traffic on this small access bridge.

This road plan really makes no sense at all as there is currently ample space in the proposed site for a car park which has traffic lights in situ and can be used in and out as is currently.

# Comments for Planning Application 0898/FUL/21

## Application Summary

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Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mrs Kathryn Bell

Address: 41 Broomyhill Place Linlithgow EH497BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: 41 Broomyhill Place

LINLITHGOW

EH49 7BZ

Mob: [REDACTED]

01/10/21

West Lothian Council

Development Management

West Lothian Civic Centre

Howden South Road,

Howden,

LIVINGSTON

EH54 6FF

To Whom It May Concern,

Reference Application 0898/FUL/21

G M Flooring, Falkirk Road, Linlithgow.

Eh49 7PJ

Present Application: 0898/FUL/21

The present application is for the demolition of showroom and warehouse facility and erection of a

60 bed care home with associated access, parking and landscaping works.

Exit of the development is by extending Broomyhill Place through the two parking bays bordering the burn.

Acceptance: this development is seen as improving the area and is supported. The increase in traffic via the proposed exit route through Broomyhill Place is not welcome and is seen as a reason to object. There are also several other objections to the proposal.

#### OBJECTIONS:

1. The application should not be allowed to proceed until it includes a plan for the removal of the old premises.
2. The access road for the site clearance and building phases should not be from Broomyhill Place.
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A. The roads are narrow and entering via Falkirk Road and leaving via Broomyhill Place onto Falkirk Road will involve three 90 degree turns, these vehicles occupy up to 70% of the road width, effectively blocking the road and at times the pavements.

B. The school, completed housing to the north of the burn and the pedestrian path to the playing fields and estates to the west means that the route is now well used by pedestrians and vehicles. Vehicles can only enter and exit by using East Mill Road.

C. Use of the roads around the apartments is governed by "burdens" applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Healthy and Safety and the comfort/convenience of the residents, ensuring access for emergency vehicles if required. The gardens remain private property and should not be damaged.

Note: experience with the site on the north of the burn, showed that the site was allowed to extend out onto Broomyhill Place and East Mill Road with vehicles being parked for loading and unloading. They also crossed the bridge into the apartment complex and attempted to turn using the entrances to the parking areas, confirming the unsuitability of the road. Reversing signals were a major source of noise pollution. Surrounding the proposed site all homes and apartments are all occupied and any spread of the building site would have serious health, safety risks, comfort implications for residents, pedestrians and vehicles.

Objection 3: The additional traffic as a result of the proposed exit route via Broomyhill Place and East Mill Road will lead to road safety risks and access issues for residents.

A. Use of the roads around the apartments is governed by "burdens" applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Healthy and Safety and the comfort/convenience of the residents, ensuring access for emergency vehicles if required. The gardens remain private property and should not be damaged.

Additionally, the green space surrounding the apartment buildings, including the site of the proposed two new parking spaces, is frequently used by residents with children and animals as a communal garden and much-loved green space/ seating area. The increase in traffic and addition of the exit route through Broomyhill Place will result in a material change to our amenity and the way of life for the residents. Similarly, the residents of the houses to the north of the burn and their children frequently use their front gardens, which poses an obvious road safety risk due to an increase in traffic caused by the site.

B. Linlithgow Bridge Primary School is situated to the north of East Mill Road. During peak times, East Mill Road is lined with school traffic, which subsequently encroaches on Broomyhill Place. The addition of more traffic from the proposed site will prove hazardous when taking into account pedestrians and school children during these peak times.

Objection 4: The effect of the proposed exit route through Broomyhill Place will have a significant

impact on our amenity, predominantly due to excessive noise.

A. This is relevant both during construction - reversing signals and constant presence of large machinery have previously been a major source of noise pollution during the construction of the houses to the north of the burn - and after completion due to an increase in traffic directly past the front the apartment build (where all bedrooms and living spaces are located).

B. A working 60 bed care home will require staff working shift patterns, starting and finishing at all hours. Ambulances going to and from the residence and a constant flow of visitors. All of these vehicles will have to exit the residence directly through Broomyhill Place, resulting in a constant increase in noise levels. This drastically alters our amenity at Broomyhill Place, which is currently a quiet residential complex.

C. The proposal states that there will be; two electric car parking spaces, six parking bays, one drop off/pick up bay and three disabled parking spaces. This is clearly not sufficient for staff and visitors of a 60 bed care home. We object to the current proposed parking plan, as we believe that those accessing the care home will have no option other than to find parking elsewhere. This poses a risk to our amenity as people may have to park at Broomyhill Place. Use of the roads around the apartments is governed by "burdens" applicable to all residents and users and are legally enforceable. They prohibit parking other than in the provided parking bays and no commercial vehicles are allowed, other than deliveries. These restrictions are for Healthy and Safety and the comfort/convenience of the residents, ensuring access for emergency vehicles if required. Parking spaces at Broomyhill Place are privately owned.

Objection 5: The proposed site for the exit route through Broomyhill Place will require the removal of two parking bays. The proposal suggests the addition of two new spaces. However, the proposed site for these is private property and belongs to the residents of Broomyhill Place. The gardens remain private property and should not be damaged.

A. We object to our private property being used in this manner and consider it damage to the private gardens.

B. The proposal for the two new parking bays has not taken into consideration the levels of the site. The proposed area includes an embankment and roughly 3m level change to the burn as well as existing and established trees and hedgerow.

Objection 6: The capability of local infrastructure to support the proposed development.

A. Linlithgow Bridge Primary School is situated to the north of East Mill Road. During peak times, East Mill Road is lined with school traffic, which subsequently encroaches on Broomyhill Place. This is evidence that the current road system is not adequate and therefore could not cope with additional traffic.

B. The current junction from Falkirk Road onto East Mill Road is already regularly congested and is unsuitable for the current traffic it receives. This will only become more of an issue with the addition of exiting traffic from the proposed site.



C. On Falkirk Road, within 300 metres, there is already two major supermarkets, one retail park, a petrol station and a primary school. The addition of extra traffic running to and from the proposed site within this 300 metre area will put extra pressure on the current infrastructure. This will create additional problems as road traffic in Linlithgow (especially in these areas) is already a major issue.

Finally; I have given considerable information on the issues considered important. I ask that you consider the objections and comments.

Yours Faithfully,

Kathryn Bell and Claire Smith



## Linlithgow & Linlithgow Bridge Community Council

Please reply to:  
Dr John Kelly  
Planning Secretary  
8 Pilgrims Hill  
Linlithgow  
EH49 7LN

5<sup>th</sup> October 2021

For the attention of:  
Planning Officer,  
Development Management,  
West Lothian Council,  
Livingston, EH54 6FF.

Dear Sirs,

**Care Home Falkirk Road 0898/FUL/21 Erection of a 60-bed care home with associated access, parking and landscaping works at G M Flooring Falkirk Road. Objection by Linlithgow and Linlithgow Bridge Community Council**

The following objection is given in the context of the Community Council's role as statutory consultee and arises from the conclusions of a discussion at Linlithgow and Linlithgow Bridge Community Council sub-committee meeting on 28<sup>th</sup> September 2021.

The site is not included in the schedule of housing sites in the current 2018 adopted Local Development Plan and therefore is a windfall development within a settlement boundary. Whilst it might be argued that the development itself will not stress existing educational provision within Linlithgow, if the development frees up 60 family homes, then there will be an educational impact. If the argument is that most residents of the care home come from outside Linlithgow, then there will be additional strain on health services. Either way there should be a statement on how this problem can be resolved.

The design statement does not answer how the proposed development answers the requirement of HOU 6 that the care home should meet an identified local need as defined by agreed joint strategies and commissioning plans by West Lothian Council and NHS Lothian; although there is perhaps sufficient colloquial evidence to support local need.

The Community Council are concerned that the design of the road entrance will cause confusion at the junction of the Falkirk Road being adjacent to the entrance of the petrol station and would prefer to see one entrance at the rear of the care home.

On the north side of the Falkirk Road the surrounding buildings are finished in reconstituted stone and render. This would be preferred to facing brickwork and fibre cement and metal cladding.

Our objection to the development is based solely on the issues outlined. If these issues can be resolved, then we would withdraw our objection.

Yours sincerely,

John R Kelly  
Planning Secretary  
Linlithgow and Linlithgow Bridge Community Council



## Linlithgow & Linlithgow Bridge Community Council

Please reply to:  
Hans Edgington  
Planning Secretary  
96A High Street  
Linlithgow  
EH49 7AQ

16<sup>th</sup> May 2022

For the attention of:  
Steven McLaren,  
Development Management,  
West Lothian Council,  
Livingston, EH54 6FF.

Dear Sirs,

**Care Home Falkirk Road 0898/FUL/21 Erection of a 60-bed care home with associated access, parking and landscaping works at G M Flooring Falkirk Road. Objection by Linlithgow and Linlithgow Bridge Community Council**

The following objection is given in the context of the Community Council's role as statutory consultee and arises from the conclusions of a discussion at Linlithgow and Linlithgow Bridge Community Council sub-committee meeting on 26<sup>th</sup> April 2022.

The Community Council recognises the revised plans are an improvement and pleased that they include a cycle path and Electric Charging points. While we are not averse to a Care Home being built on the site, we do have the following comments and objections:

### Visual Impact and Materials

The Community Council supports the comments on this subject made by the Linlithgow Civic Trust in their objection, we share their concerns regarding the scale of the development, the size and position on the proposed site. We support their proposals for recommended materials to be used.

### Vehicular Access and Traffic

The Community Council remains of the opinion that the proposed access to the site will cause confusion and danger to pedestrians, cyclists and other road users. Therefore, alternative access should be investigated such as a five-way roundabout on Falkirk Road or access from the Sainsbury's site.

We support the views of Broomyhill Place residents that what was designed as a quiet residential cul-de-sac, shall change into a thoroughfare for vehicles leaving the Care Home. As stated in their objections the one-way road will provide a shortcut to Linlithgow Bridge Primary School, allowing people to avoid the traffic lights at East Mill Road and Falkirk Road.

The applicant should make an assessment of traffic to the site and how this will impact the surrounding roads. The current assessment does not seem to take into account visitors, delivery vehicles, ambulances or traffic to the Primary School. We question whether the current road layout is suitable to accommodate two-way traffic as a thoroughfare at peak times.

#### Parking

The number of parking spaces proposed falls short of those required by the West Lothian Council Land Use Parking Requirements for Care Homes. This would require 1 parking space per 3 dwelling units plus 1 per 3 members of staff and a minimum of 3 disabled parking spaces. This would require a minimum of 20 spaces for just the dwelling units. It can therefore be expected the overflow will put an undue burden on the surrounding area.

#### Linlithgow Group Medical Practice

It has been brought to the attention of the Community Council that the Medical Practice is operating at maximum capacity and they would be unable to provide the required services for the care home without reducing other services. The local development plan recognises this and in paragraph 104, calls for a feasibility study to identify a location and funding programme for a new health centre in Linlithgow. So far no action has been taken.

As per policy HOU 7 of the Local development plan; where the health services provision are identified as being inadequate to meet the needs arising from a proposed development, an appropriate developer contribution may be sought and where facilities cannot be improved the development shall not be supported.

Policy HOU 6 requires an identified local need for a Care Home by the Council and NHS Lothian, have they been consulted and if so could their advice be shared with the Community Council.

#### Environmental Impact

The West Lothian Council declared a climate emergency in 2019, while we commend the cycle lane and electric car charging facilities on-site, what other measures will be taken to reduce the building's carbon footprint?

The increased flat roof space in the revised plans could be an ideal location for solar PV panels.

The revised plans indicate mature vegetation between the site and Sainsbury's shall be removed, we object against the removal as it improves the visual amenity of the area and provides a habitat for wildlife. Removal will also have a negative impact on the air quality within the Linlithgow Air Quality Management Area.

The Community Councils hopes that the comments and objections will be given due consideration during the Council's decision-making process of the application.

Yours sincerely,

Hans Edgington  
Planning Secretary  
Linlithgow and Linlithgow Bridge Community Council



Linlithgow Civic Trust is a part of Linlithgow Burgh Trust, which is a Scottish Charitable Incorporated Organisation (SCIO). Scottish Charity No. 047211.

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Development Management  
West Lothian Council  
Civic Centre  
Howden South Road  
Livingston  
West Lothian  
EH54 6FF

16 May 2022

For the attention of Steven McLaren, Case Officer

Dear Sirs

**Care Home Falkirk Road: 0898/FUL/21**

**Erection of a 60-bed care home with associated access, parking and landscaping works at G M Flooring Falkirk Road.**

**Comments and Objections by Linlithgow Civic Trust**

This letter is submitted in the context of Linlithgow Civic Trust's aim to encourage and advance high standards of architecture and town planning in the local area and arises from the conclusions of a discussion during the Trust's executive committee meeting held on 4 May 2022. While the Trust is not still averse in principle to the building of a Care Home on this site (subject to certain conditions being met), we comment on and raise objections to the amended proposals on a number of grounds as follows:

**Visual Impact**

The Trust welcomes the overall reduction in roof height as well as the re-modelling of the elevations to punctuate the long east and west facades. However, our serious concerns about the scale of the proposed development in relation to the area of the site remain, and we would still question whether the building is in the best possible position on the site – particularly in view of providing adequate vehicular access and preservation of the existing trees and planting along the western boundary.

**Materials**

In general, the Trust finds the revised Materials Palette much more acceptable than the original proposals. However, we would prefer to see a change of texture, eg split-faced or rusticated, of the masonry used for the lower ground floor walls, rather than a change of colour. This being fairly typical of natural stone buildings. Additionally, in our opinion, the proposed Standing Seam steel cladding is too 'industrial' in appearance. If timber cladding is impractical due to ongoing maintenance costs then flush



cladding strips or panels should be substituted. In any event, we would expect the Applicant to submit actual material samples of all external materials for final approval prior to construction.

### **Environmental Impact**

The Applicant's drawing number 183-201 - Site Plan As Existing shows five trees at the west edge of the site. However, this is inaccurate. Behind the existing hedge there is a dense, continuous strip of planting comprising more than ten trees of varying spread and height plus numerous bushes. Drawing number 183-202 Rev D - Site Plan As Proposed shows only the hedge and one small tree retained at the south eastern corner of the site. The trust objects most strongly to the proposed removal of this mature planting which not only contributes greatly to the visual amenity of the immediate environment but also provides important natural habitat for birds and other wildlife.

### **Vehicular Access and Parking**

The Trust still finds the proposed site entrance totally unacceptable with no traffic light control and in such close proximity to the Filling Station access that it is likely to cause confusion and danger for both pedestrians and drivers.

The Trust previously suggested that using East Mill Road and Broomyhill Place for access both to and from the site should be considered. However, on reflection, we now support the views of many of the residents of Broomyhill Place and find it unacceptable to turn a residential cul-de-sac into a thoroughfare for vehicles leaving the Care Home.

We are of the opinion that the Applicant should provide an accurate estimate of the anticipated volume of all traffic accessing the site. This to include cars of staff and visitors; contractors vehicles; doctors cars; ambulances; and delivery and collection vehicles. In the light of this figure, alternative vehicular access/egress solutions should be investigated, including:

- re-constructing the Falkirk Road/Main Street/Sainsbury's/ Stockbridge Retail Park junction – possibly as a five way roundabout - to incorporate safe and efficient two-way site access.
- sharing Sainsbury's access road to provide an entrance/exit towards the northern end of the site.

The number of parking spaces shown in the proposals still appears to be inadequate. However, we trust that the Council will insist on adherence to the appropriate standards to ensure that the provision is at least sufficient.

### **Linlithgow Group Medical Practice (LGMP) Capacity**

It has been brought to the attention of the Trust that LGMP is currently running at maximum capacity and would be unable to provide the necessary medical services to a new Care Home of this size without a reduction in other services. Therefore, if the proposal goes ahead, an appropriate contribution from the Applicant must be sought in order to ensure satisfactory quantity and quality of health service provision for the both the Care Home and the community.

The Trust hopes that the foregoing objections, comments and suggestions will be given due consideration by the case officer and his colleagues in Development Management during the Council's planning application decision making process and look forward to the opportunity of reviewing further revised proposals.

Yours faithfully

**Planning Team**  
**Linlithgow Civic Trust**



Linlithgow Civic Trust is a part of Linlithgow Burgh Trust, which is a Scottish Charitable Incorporated Organisation (SCIO). Scottish Charity No. 047211.

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Agenda Item 5

**Michael Dunning**  
**Planning Team**  
**Linlithgow Civic Trust**  
35 The Maltings  
Linlithgow  
West Lothian  
EH49 6DS

Development Management  
West Lothian Council  
Civic Centre  
Howden South Road  
Livingston  
West Lothian  
EH54 6FF

19 October 2021

For the attention of Steven McLaren, Case Officer

Dear Sirs

**Care Home Falkirk Road: 0898/FUL/21**

**Erection of a 60-bed care home with associated access, parking and landscaping works at G M Flooring Falkirk Road.**

**Objection by Linlithgow Civic Trust**

The following objection is submitted in the context of Linlithgow Civic Trust's aim to encourage and advance high standards of architecture and town planning in the local area and arises from the conclusions of a discussion during the Trust's executive committee meeting held on 6 October 2021. While the Trust is not averse in principle to the building of a Care Home on this site, we object to the current proposals on a number of grounds as follows:

**Visual Impact**

The Trust is of the opinion that the monolithic massing of such a big building with its large expanse of pitched roof is overbearing and inappropriate in this setting. Simply changing walling materials to create visual interruptions is insufficient. We would suggest that, as a minimum, the east and west elevations are redesigned in a more three dimensional form to create recesses and projections in these two flat, long facades. Similarly, we consider that the architectural form of the southern end of the building is too bland to reflect its prominent location at a road junction and would benefit from appropriate remodelling and detailing.

We also have serious concerns about the scale of the proposed development - both in terms of the proportion of the site taken up by the building's footprint and the height and bulk of the structure in

relation to the surrounding buildings. Repositioning the building to occupy more of the lower level of the site would help in this respect.

### **Materials**

The Trust considers that most of the materials proposed for the development are inappropriate at this prominent location in an historic town. Consequently, we suggest that more traditional Scottish building materials, or their modern equivalents of similar appearance, should be used:

- Ideally natural stone or, if too expensive, high quality reconstituted stone in place of facing brick
- Timber cladding or render/wet harl in place of fibre cement cladding
- Timber cladding in place of coloured metal panels
- Natural slates – possibly Spanish – or, if cost prohibitive, fibre cement slates in place of black concrete interlocking tiles

The Trust is pleased to note that Aluminium, not uPVC, windows and doors are proposed. However, we have reservations about the grey colour selection and suggest that consideration could be given to varying the window frame colour depending upon the material of the wall in which the window is positioned. We would expect the Applicant to submit actual material samples of all external materials for final approval prior to construction.

### **Environmental Impact**

The Applicant's drawing number 183-201 - Site Plan As Existing shows five trees at the west edge of the site. However, this is inaccurate. Behind the existing hedge there is a dense, continuous strip of planting comprising more than ten trees of varying spread and height plus numerous bushes. Drawing number 183-202 Rev B - Site Plan As Proposed shows only the hedge and one small tree retained at the south eastern corner of the site. The trust objects most strongly to the proposed removal of this mature planting which not only contributes greatly to the visual amenity of the immediate environment but also provides important natural habitat for birds and other wildlife.

### **Vehicular Access and Parking**

The Trust finds the proposed site entrance totally unacceptable with no traffic light control and in such close proximity to the Filling Station access that it is likely to cause confusion and danger for both pedestrians and drivers. We therefore request that the Council requires the Applicant to conduct or commission a traffic impact study in order to assess the viability of all possible means of site access including:

- using East Mill Road and Broomyhill Place for access both to and from the site and
- re-constructing the Falkirk Road/Main Street/Sainsbury's/ Stockbridge Retail Park junction to incorporate safe and efficient two-way site access.

The number of parking spaces shown in the proposals appears inadequate. However, we trust that the Council will insist on adherence to the appropriate standards to ensure that the provision is adequate.

The Trust hopes that the foregoing objections, comments and suggestions will be given due consideration by the case officer and his colleagues in Development Management during the Council's planning application decision making process and look forward to the opportunity of reviewing revised proposals.

Yours faithfully

A black rectangular redaction box covers the signature of Michael Dunning. A thin, faint line extends from the right side of the box.

Michael Dunning  
Linlithgow Civic Trust

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Miss Leanne Ramsay

Address: 40 Broomyhill Place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This will have a major impact on the quality of life of the flat residents, traffic volumes would be intolerable and our very quiet area will become a major thoroughfare. The volume of traffic would be unacceptable and dangerous for children, pets, our cars and our property.

The desirability and value of our flats would fall.

The overspill of cars will park in our spaces, which would have a massive impact on all of us and the visitors to our flats.

Our road is very narrow and unsuitable for the potential traffic, also the bridge to our estate may not be strong enough.

The road leading up to the school is already mayhem and dangerous at school leaving time, there are lots of children crossing the road and it is very busy with cars. Additional traffic through this would be criminal!

The corner of East Mill Road and Falkirk Road is narrow and dangerous even with traffic lights, cars can only get round by crossing over the centre of the road.

The proposed cycle path will affect our quality of life and be very dangerous.

The proposed two replacement car parking spaces for our flats are on a steep bank with a huge drop to the stream, how can these be safe?

The existing building on the site is believed to contain asbestos, there is no plan to check this or how it is to be safely removed.

The impact on flat owners quality of life and safety during construction will be intolerable.

It is not acceptable that you wish to put the exit through the grounds of our flats and I completely object to this going ahead.



# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Mark Shepherd

Address: 22 Broomyhill Place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am the owner of a flatted property at 22 Broomyhill Place, Linlithgow EH49 7BZ. The flat is near to the entrance to the Estate and near to the north west corner.

I understand that G M Flooring have applied for Planning Permission to build a 60 bedroom Care Home on their current site which adjoins Broomyhill Place. They presently take access from the main road - Falkirk Road.

I have strong objections to the access to the Care Home being taken through my Estate, on the following grounds:-

1. The access road leading in to the Broomyhill Place Estate from East Mill Road is totally unsuitable for the traffic which would be required for a Care Home. Such traffic would include numerous Heavy Goods Vehicles for Construction purposes, and thereafter a constant stream of traffic for staff and visitors and delivery drivers.
2. In particular the road in to the Broomyhill Place Estate over the burn is too narrow for such traffic and there would be a sharp right hand turn to get to the new access.
3. Broomyhill Place is a quiet residential Estate with pedestrians out walking, children playing, and dog walkers. Frequent and heavy traffic to and from the proposed Care Home would pose a significant danger for residents of Broomyhill Place Estate and in particular their children and their pets.
4. Not only is there danger of injury to residents, their children and their pets, but also, damage to their property (in respect of parked cars etc) is a real threat. Visitors and delivery drivers to the

Broomyhill Place Estate could also be endangered.

5. The parking at the proposed Care Home would inevitably be inadequate for all the staff and visitors etc, with the result that visitors unable to park at the Care Home would try to park in Broomyhill Estate or in the roads immediately leading to it, all of which would cause resentment and congestion.

6. East Mill Road leads up to Linlithgow Bridge Primary School. Primary School children (and their parents) are walking up and down that road on a twice daily basis. Cars are frequently plying up and down the road. It is simply too busy and too dangerous to add in all the additional traffic that a Care Home would cause - unless of course the Care Home took access from Falkirk Road only. Thus the proposed access through my Estate would pose a danger to the health, safety and welfare of school children going to and from the Primary School.

7. The proposed Care Home Development would cause considerable noise and disturbance to Broomyhill Place residents and result in an adverse effect on amenity and property value.

8. In a nutshell, the proposed access through the Broomyhill Estate is an absolute hazard! It is dangerous, unsafe, and an accident waiting to happen. The Planning Department must consider the very serious dangers posed to the community, and therefore the Planning Application should be Rejected.

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mrs Maureen Robb

Address: 19 Broomyhill Road Linlithgow EH49 7 BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to this planning application for the reasons set below.

I own flat No 19 Broomyhill Place.

1 This will have a major impact on the quality of life of the flat residents, a very quiet corner will become a major thoroughfare. Children who live in the flats will no longer have a quiet corner, traffic volumes will be intolerable.

2 The desirability and value of our flats would fall.

3 Our Road is very narrow with sharp corners and totally unsuitable for the potential traffic.

4 This site is not designated to be a care home in the local plan.

5 The care home road and cycle path will become a rat run for cars, pedestrians and bikes.

6 The existing building on the site is believed to contain asbestos. There is no plan to check this, nor proposal for how it is to be safely removed.

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Robert Grierson

Address: 21 Broomyhill Place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: That is my main objection, that the exit is via a small residential area, onto a Primary school road

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Robert Grierson

Address: 21 Broomyhill Place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: In principal I have no objections to erection of a carehome of a reasonable size, 60 beds, is far to much for a small site like that. The entrance and exit should be one onto Falkirk Road, not via a small residential estate, onto a cul de sac, which is access to a Primary school. The entrance to the site has been controlled by traffic lights for the past 30 years, as far as I am aware without incident. The exit from East Mill Rd onto Falkirk Road at present is a nightmare, with extra traffic who knows what will happen. The bottom line, this site is not suitable for a carehome of this size..

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Dr RONALD MCGILL

Address: 12 BROOMYHILL PLACE LINLITHGOW EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My objections are based on design matters. The land-use proposal itself is acceptable.

Design objection 1: It is far too dense a development for the site. It needs to be cut down by at least one-third, to 40 units rather than 60.

Design objection 2: The foot path access to the main entrance. Surely for the old and infirm, direct access by vehicle to the front door is more user-friendly. A gentle vehicular loop back to the main access road would suffice.

Design objection 3: The most fundamental objection is the access-egress arrangements. While a one-way system of traffic egress will be through the Broomyhill apartments complex, that complex was designed as a cul-de-sac, thus no external through traffic was intended. Access and egress can be from Falkirk Road. Turning arrangements within the site can be designed within the extended open space (where the circular paths are). proposed).

# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Sandy Thomson

Address: 4 Waterside Linlithgow EH49 7AR

## Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: After having a look at the plans and a bit of a think about it. I think my main objection is around safety.. that area is a bit crazy around school drop-off/ pickup at the moment.

Changing the access like this will mean car driving parents approaching from the west skipping the upcoming lights at Aldi and heading through the care home grounds instead and dropping their kids off somewhere in a loop. I say this as someone who approaches from the west (and I would totally do this, although I don't agree with it).

Personally I think we should be reducing vehicular access around schools rather than encouraging it in this way.

Perhaps if vehicle access to the care home was out and back (passing places presumably required due to space constraints) but pedestrians and cycles were allowed through that would be much better? There are only 12 parking spaces so clearly shouldn't cause a problem as due to volume it's fairly unlikely you'd meet someone going the other way, and less unintended consequences of changing access patterns to the area around the school.

The addition of disabled parking and vehicle charging points is positive, and the provision of a cycle path here is excellent.



# Comments for Planning Application 0898/FUL/21

## Application Summary

Application Number: 0898/FUL/21

Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Sarah Dunn

Address: 26 Broomyhill Place Linlithgow eh497bz

## Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This will have a major impact on the quality of life of the flat residents, traffic volumes would be intolerable and our very quiet area will become a major thoroughfare. The volume of traffic would be unacceptable and dangerous for children, pets, our cars and our property.

The desirability and value of our flats would fall.

The overspill of cars will park in our spaces, which would have a massive impact on all of us and the visitors to our flats.

Our road is very narrow and unsuitable for the potential traffic, also the bridge to our estate may not be strong enough.

The road leading up to the school is already mayhem and dangerous at school leaving time, there are lots of children crossing the road and it is very busy with cars. Additional traffic through this would be criminal!

The corner of East Mill Road and Falkirk Road is narrow and dangerous even with traffic lights, cars can only get round by crossing over the centre of the road.

The proposed cycle path will affect our quality of life and be very dangerous.

The proposed two replacement car parking spaces for our flats are on a steep bank with a huge drop to the stream, how can these be safe?

The existing building on the site is believed to contain asbestos, there is no plan to check this or how it is to be safely removed.

The impact on flat owners quality of life and safety during construction will be intolerable.

It is not acceptable that you wish to put the exit through the grounds of our flats and I completely object to this going ahead.

# Comments for Planning Application 0898/FUL/21

## Application Summary

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Address: G M Flooring Falkirk Road Linlithgow West Lothian EH49 7PJ

Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Miss Solange Rencoret Lioi

Address: 38 Broomyhill Place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I own a flat in Broomyhill Place and object to this application, because of the following reasons:

1. This will have a major impact on the quality of life of flat residents in Broomyhill Place, a very quiet corner will become a major thoroughfare. Children and pets play in this quiet corner, traffic volumes would be intolerable.
2. The desirability and value of our flats would fall.
3. Traffic through our grounds will include staff, visitors, commercial deliveries (including HGVs), emergency ambulances and doctors. The volume will be unacceptable.
4. The volume of traffic will be dangerous to residents, children, pets, our cars and other property.
5. There are only about 10 parking spaces in the development, clearly not enough for visitors, staff and deliveries. The overspill will park on our estate, by the detached houses and on East Mill Road.
6. Our road is very narrow with sharp corners and totally unsuitable for the potential traffic.
7. We do not know if the bridge to our estate is strong enough for the potential traffic.
8. Around the corner of Broomyhill Place and East Mill Road is already mayhem and dangerous at school leaving time as children leave Linlithgow Bridge Primary School. There are dozens of children crossing the road and it is jammed with parked cars. Additional traffic through this would

make it more dangerous to children.

9. The corner of East Mill Road and Falkirk Road is narrow and dangerous even with traffic lights. Even cars can only get round by crossing over the centre of the road.

10. The proposed cycle path will be to the right-hand side of the proposed exit road as it enters our estate. Danger will be increased by cars and cycles crossing position on the road.

11. The proposed 2 replacement car parking places for our flats are on a steep bank with a huge drop to the stream. This is not safe and therefore not a suitable replacement.

12. The existing building on the site is believed to contain asbestos. There is no plan to check this, nor proposal for how it is to be safely removed.

13. The impact on flat owners' quality of life and safety during construction will be intolerable.

It is disappointing that the revised site plan does not address what had already been raised by flat owners of this estate and I hope our concerns are taken seriously since this will have a significant impact on our quality of life and the value of our flats.

# Comments for Planning Application 0898/FUL/21

## Application Summary

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Proposal: Erection of a 60 bed care home with associated access, parking and landscaping works

Case Officer: Steven McLaren

## Customer Details

Name: Mr Steven McDade

Address: 33 Broomyhill Place Linlithgow EH49 7BZ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to this planning application for the reasons set out below:

1. This new care home will have a major impact on the quality of life I currently have in the current Broomyhill Development. I own Flat No.33 Broomyhill Place.
2. I'm very concerned about the future desirability and value of my flat.
3. The highly increased volume of traffic will be totally unacceptable.
4. The highly increased volume of traffic will be dangerous to myself, my very elderly parents, children, pets and all cars nearby.
5. There are clearly insufficient parking spaces proposed in this latest version of the planning application.
6. The current road into the Broomyhill Development is very narrow with sharp corners and totally unsuitable for the much higher volumes of traffic.
7. The bridge providing access to the Broomyhill Development is definitely not strong enough for the higher volumes of traffic.
8. The proposed cycle path will be to the detriment of all the current home and apartment proprietors in the Broomyhill Development from a privacy perspective.
9. The existing building on the proposed new care home site contains asbestos which is highly dangerous if disturbed/broken up.
10. The impact on all flat owners' quality of life and safety during any new construction will be intolerable.