



Design & Access Statement

Residential Development - Wilcoxholm Farm, Linlithgow - December 2025

yeomanmcallister
architects





PART OF HENRY BOOT

yeomanmcallister
architects

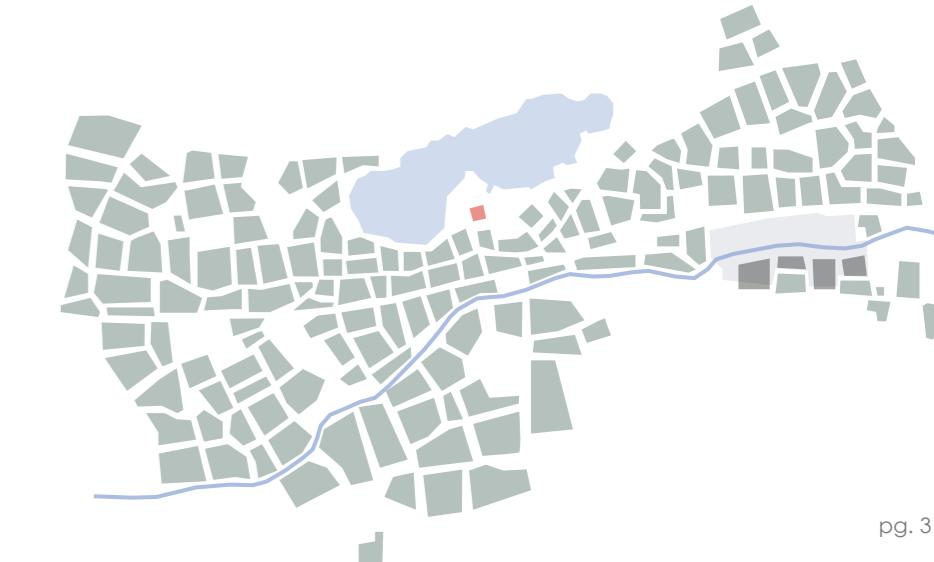


pg. 2



CONTENTS

- 1.0 INTRODUCTION
- 2.0 ABOUT THE APPLICANT
- 3.0 THE SITE
- 4.0 DESIGN GUIDANCE
- 5.0 DESIGN RESPONSE
- 6.0 SUSTAINABILITY
- 7.0 CONCLUSION / SUMMARY



pg. 3

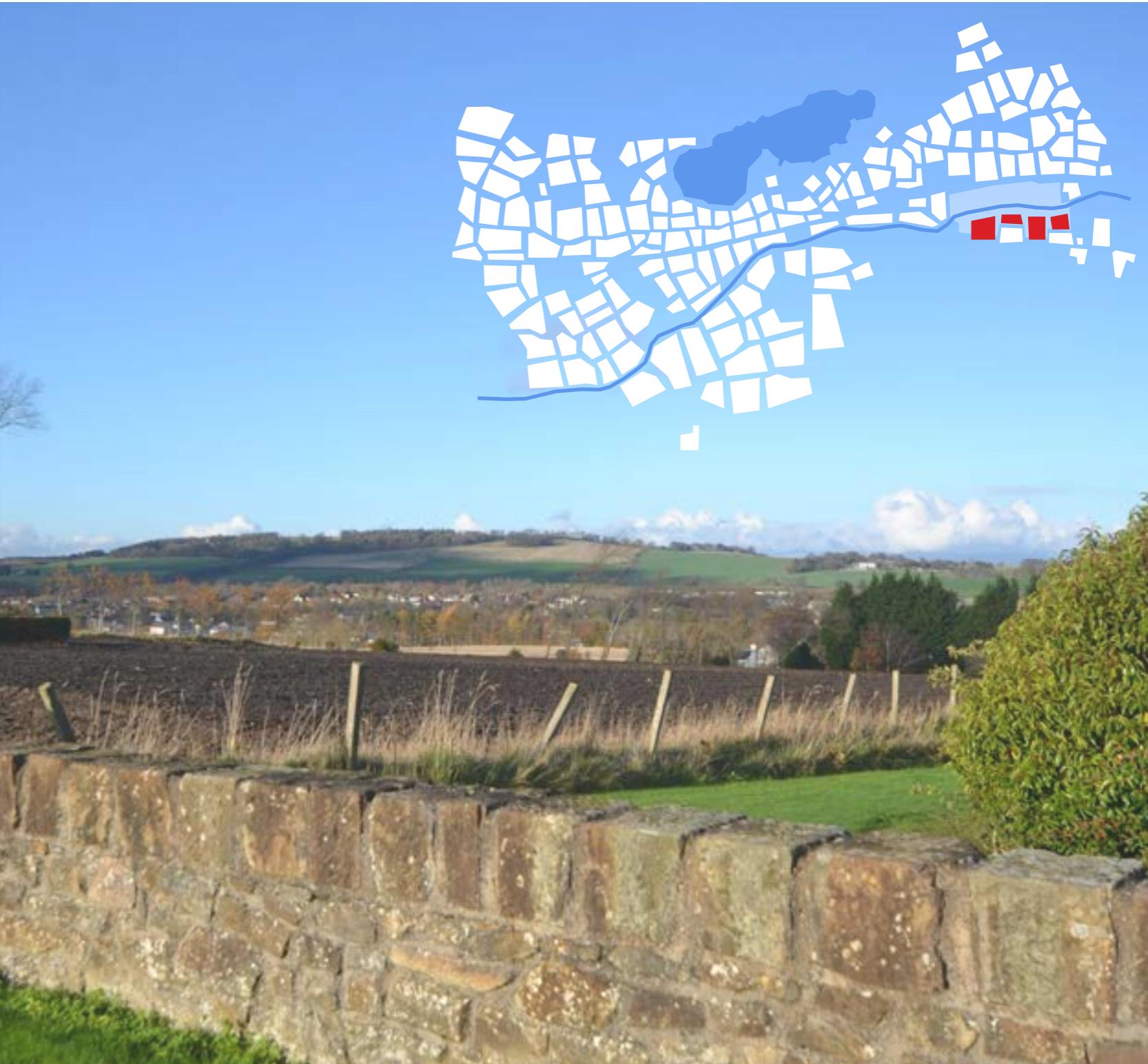
WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

1.0 INTRODUCTION

This design and access statement has been prepared in support of a Planning Permission in Principle (PPP) application for land at Wilcoxholm Farm in Linlithgow.

The proposals will provide new private and affordable homes in an area already suited to this type of development and allocated for residential development in the adopted local development plan.

This document has been produced by Yeoman McAllister Architects on behalf of the Applicant – Hallam Land.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

2.0 ABOUT THE APPLICANT

Hallam Land is a market leading strategic land promotion business with over 30 years experience. They have an honest, collaborative and personal approach, forming close partnerships with landowners, key stakeholders and communities across England, Scotland and Wales for over 30 years. Through their skills and commitment, they aim to deliver positive and sustainable benefits for landowners, local communities and the environment. In the past five years alone, Hallam Land has secured planning consent for more than 15,000 new homes, including a total of 4,300 affordable homes. They have been involved in the promotion of the land at Linlithgow for more than 10 years.

2.1 THE DESIGN TEAM

Planning - ICENI
Architect - Yeoman McAllister
Landscape - VLM Landscape Design
Engineer - BSA Consulting Engineers
M+E - Hawthorn Boyle Ltd
Transport - ECS Transport Planning
Flooding - Cundall
Archaeology - CFA Archaeology
Ecology - ESS Ecology
PR - Pentland Communications
Environment - SLR (formerly ITP Energised)



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT



3.0 THE SITE : LOCATION

The site sits on the south eastern edge of Linlithgow and comprises the H-LL 11 housing allocation. This application relates to the land to the south of the Union Canal which runs through the middle of the site on an east / west alignment. The site is accessed from the B9080 to the south and is bounded to the west by existing residential development. To the east is the existing Wilcoxholm Farm and associated farmland.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

3.1 THE SITE : DESCRIPTION

The site is currently part of Wilcoxholm Farm. It is allocated within the Local Development Plan for residential development.

The existing farm sits on the eastern boundary of the site. To the north is the existing Edinburgh to Glasgow railway line. Beyond the railway line to the north is existing housing situated in the Springfield area of Linlithgow. Existing housing also lies to the west situated around Maidlands. The site is bounded to the south by the Edinburgh Road.

The Union Canal runs east to west through the middle of the application site. This application relates to development of the southern part of the site only.

There are a number of existing houses along the Edinburgh Road. The remainder of the southern boundary is hedging. trees run along the eastern boundary with the farm access road. The topography of the site slopes up from the existing road in the south to a ridge. It then slopes down towards the canal in the north.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

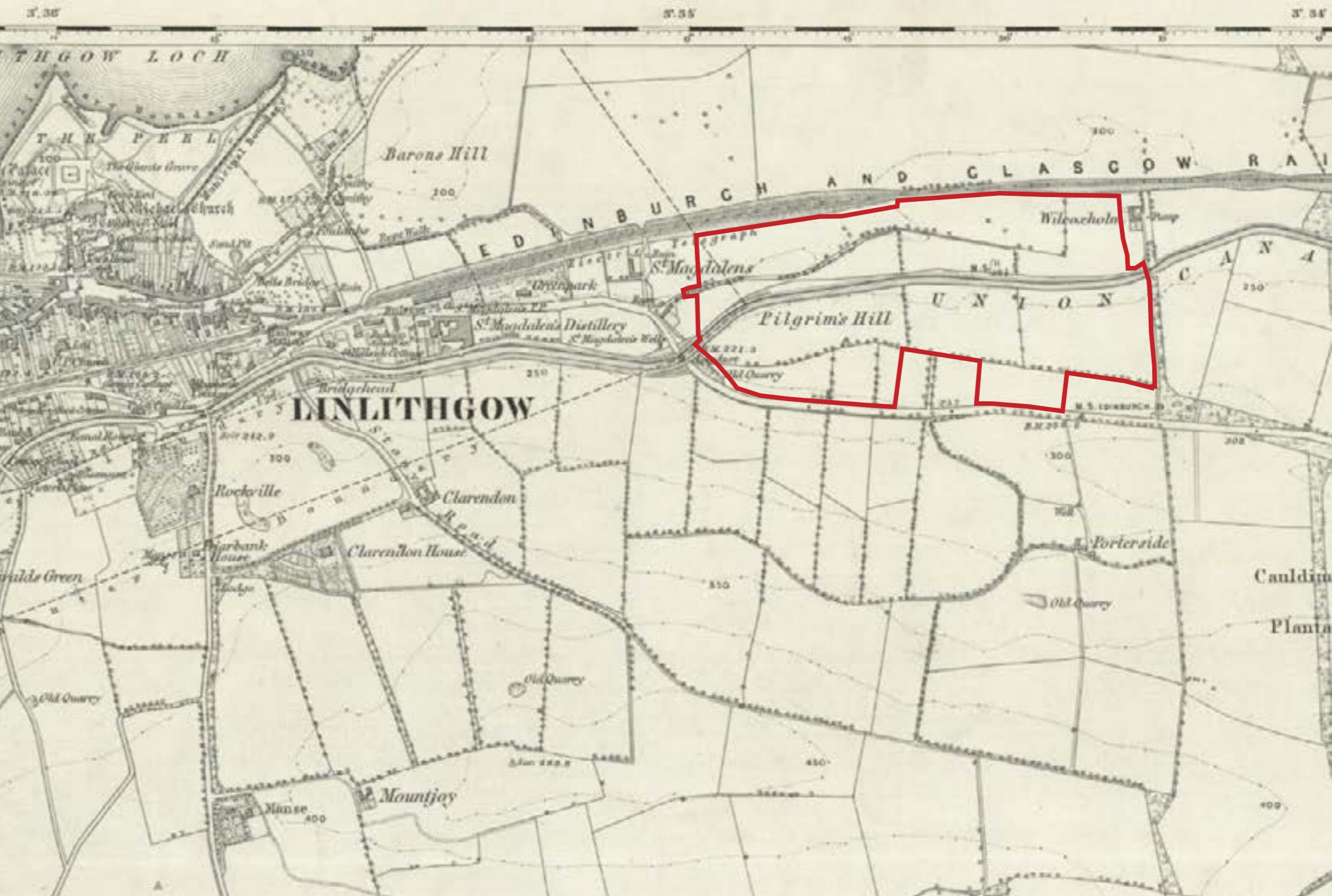
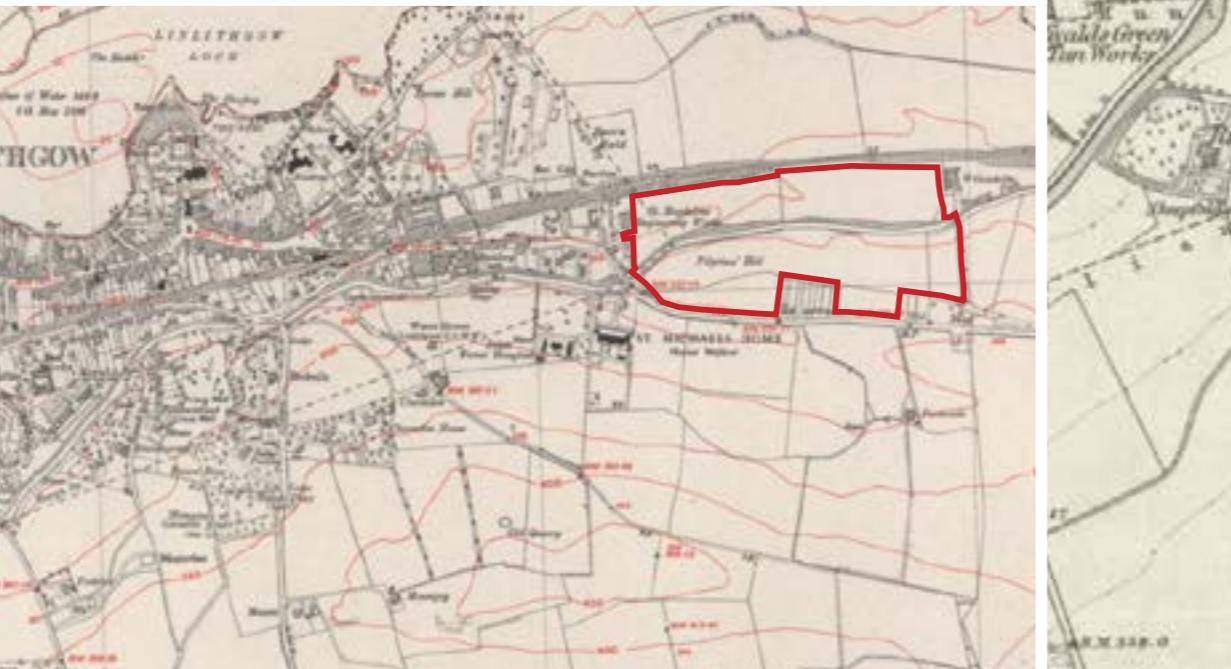


3.2 THE SITE : HISTORY

The 1854 map shows the site in the context of the Edinburgh / Glasgow Railway to the north and the Edinburgh Road to the south. Wilcoxholm Farm is to the east and St Magdalenes Distillery to the west. The Union Canal, which was opened around 1822 is also shown bisecting the site. The western part of the site is noted as Pilgrim's Hill and an old quarry shown in the south west corner. There looks to be an underpass already beneath the railway to the north west of the site, providing access to the northern part of Linlithgow and the High Street.

By 1897 the housing development within Linlithgow is beginning to creep towards the site. The 1897 map also identifies a building on the south west boundary as the Linlithgow Combination Poorhouse, this went on to become St Michaels Home and then St Michaels Hospital.

The 1951 map shows housing along the southern part of the site and on the south east boundary. The underpass now connects to a sports field to the north of the railway which is now used by Linlithgow Cricket Club.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT



3.3 THE SITE : TOPOGRAPHY

The topography of the site rises from approx. +72.0m in the south to approx. +88.0m along the ridge which runs along the middle of the site. The levels then drop to approx. +73.0m along the Union Canal on the northern boundary.

This works out at a gradient of around 1 in 8 from the road in the south to the rear of the existing houses. The gradient from the ridge to the canal is approx. 1 in 7 which is the steepest part of the site.

Remodelling of the gradients (including the moving of earthworks) throughout will be prioritised to achieve appropriate levels and deliverable development.



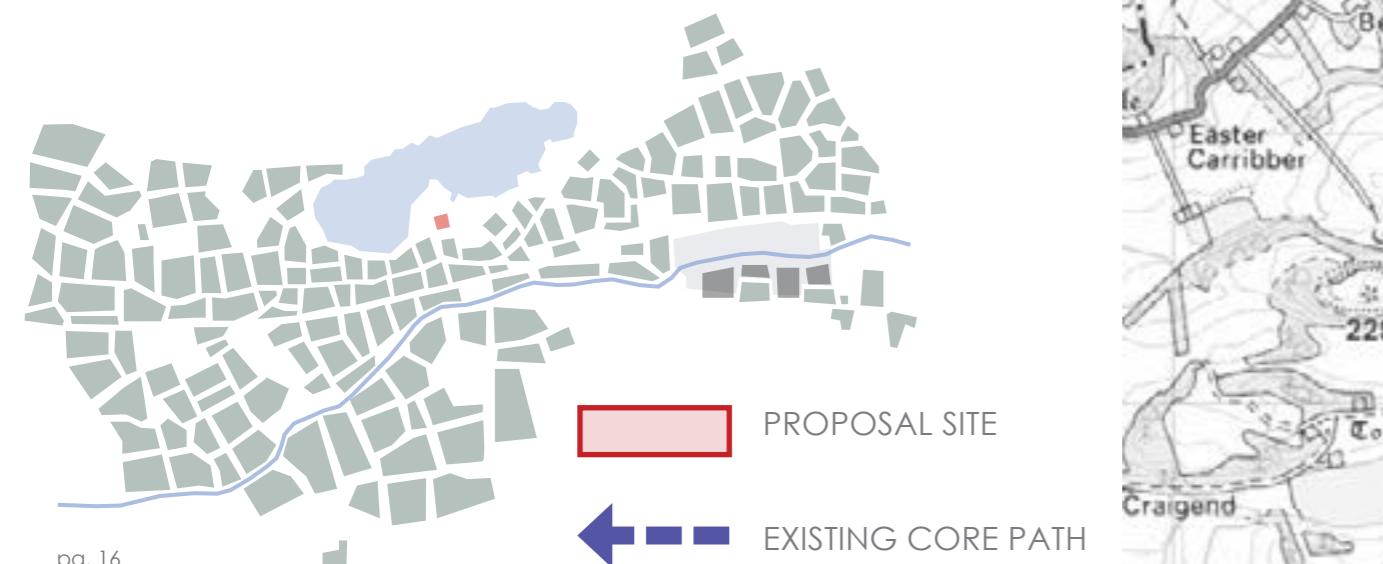
WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT



3.4 THE SITE : CORE PATHS

The site is well placed to take advantage of the existing core path network which runs through the centre of the site.

The development will improve access to this core path network and increase use of the existing tow path.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT



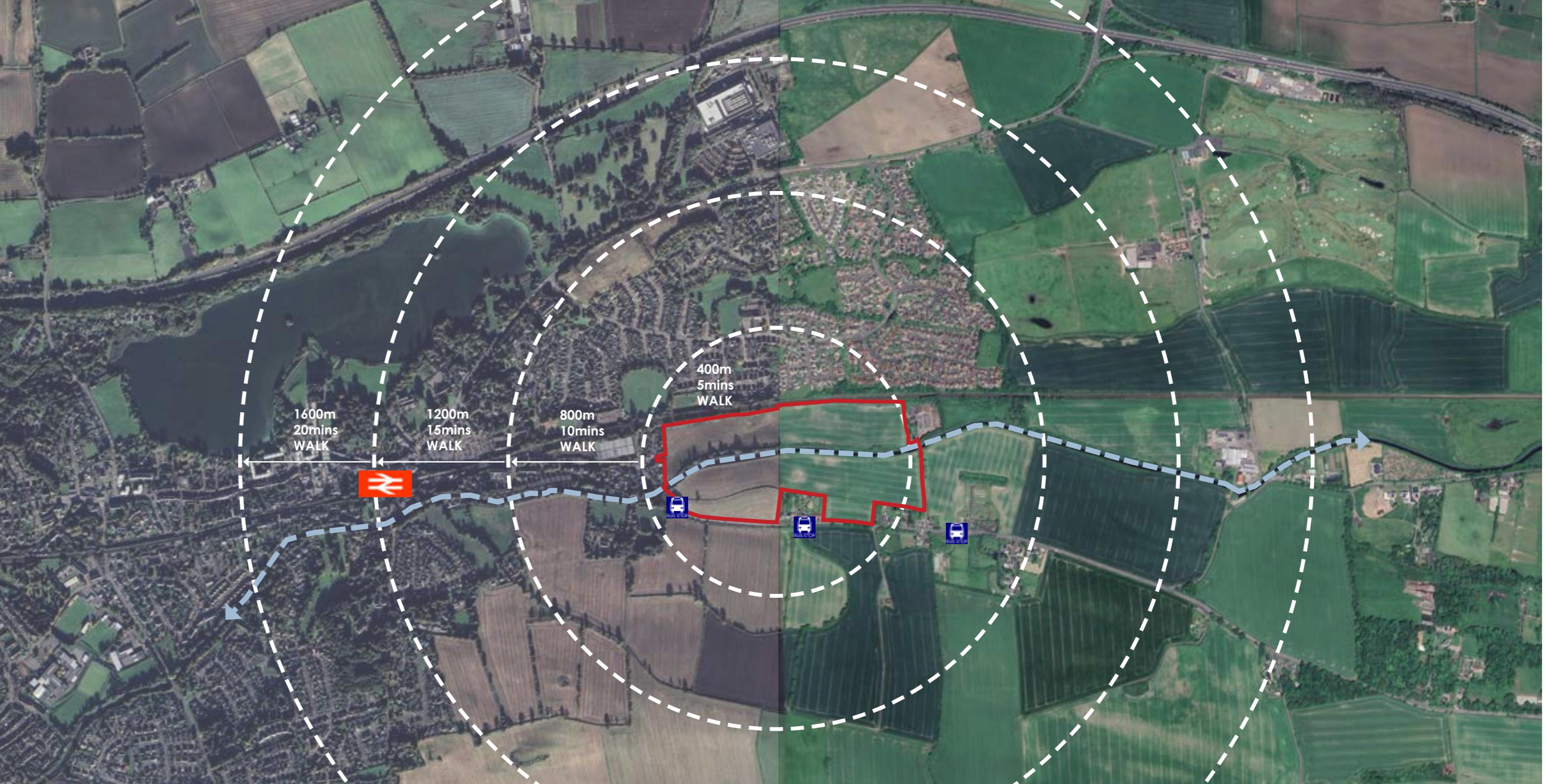
3.5 THE SITE : MOVEMENT & CONNECTIONS

The diagram opposite highlights the proximity of the site to the town centre and other surrounding local amenities. The town centre is well within 15 minutes walk from the application site. This includes Linlithgow Train Station with excellent access to Glasgow and Edinburgh.

The nearest bus stops are located immediately adjacent to the south of the site on the B9080 / Edinburgh Road. The entire site is within a 5 minute walk of the bus stops. It is also likely the frequency of the service will be improved with additional houses on the site.

The site is fully compliant with policy 15 of NPF4 which relates to local living and 20 minute neighbourhoods. In terms of accessibility the site is sustainable and therefore appropriate for housing development.

A Social Infrastructure Review and Report has been carried out and is submitted alongside the submission. The report identifies that there is sufficient infrastructure capacity to accommodate the proposed development in terms of education, healthcare, community facilities, open space, retail and dining and sustainable modes of transport.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT



3.6 THE SITE : CONSTRAINTS + OPPORTUNITIES

The site is subject to a number of constraints and opportunities which have informed the development of the proposals and layout. These include:

- [---] SITE BOUNDARY
- ← EXISTING RAILWAY
- ↔ POTENTIAL NOISE
- ↔ UNION CANAL
- ↔ TOWPATH
- ↔ EXISTING B9080
- ↔ POTENTIAL ACCESS POINTS
- ↔ TOPOGRAPHY / RIDGE THRU SITE
- ↔ VIEWS OUT
- ↔ POTENTIAL OPEN SPACE ALONG CANAL
- ↔ GREEN BUFFER TO EXISTING HOUSES
- ↔ POTENTIAL SUDS
- ↔ POTENTIAL DEVELOPMENT

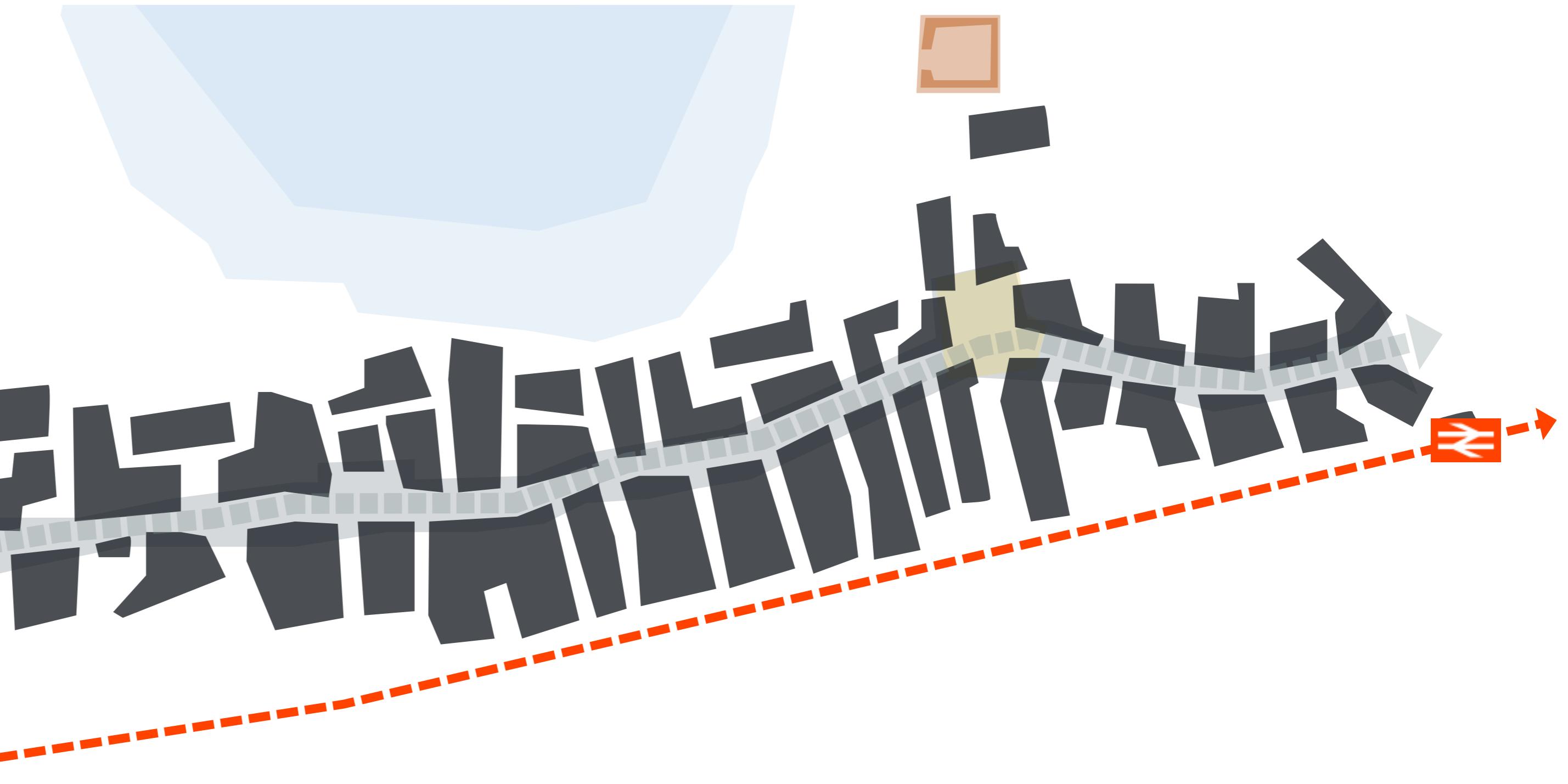


WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

3.7 CONTEXT : LINLITHGOW DESIGN FEATURES

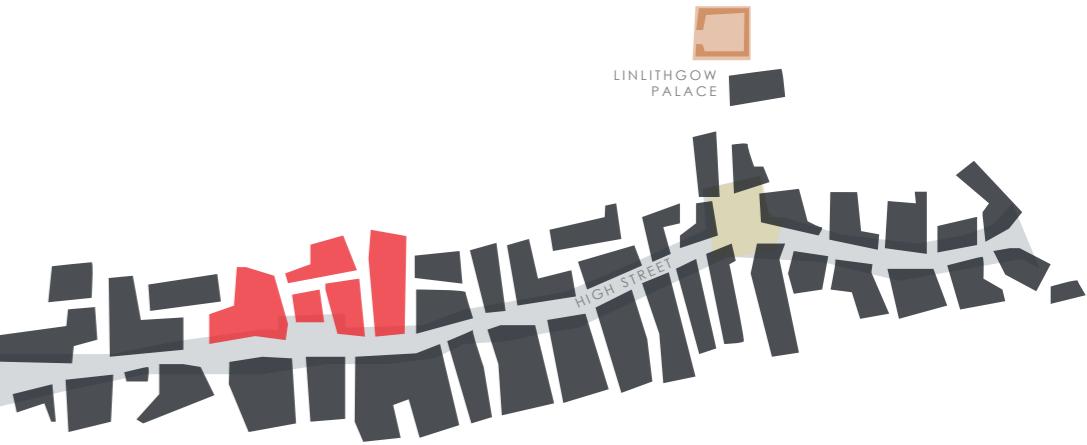
The development at Wilcoxholm Farm in Linlithgow aims to be a unique new development which reflects the history of the town. Rather than just another suburban housing development the design should reflect some of the features which make Linlithgow different from other towns.

The layout includes non-standard features such as courtyards and lanes which will create a more rural, edge of settlement feel. The housetypes could take reference from some of the historical design features of the town such as form, pitched roofs, detailing, materials and fenestration. Some good and not so good examples are shown within the following pages of the design statement.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

3.7 CONTEXT : LINLITHGOW DESIGN FEATURES



INAPPROPRIATE MODERN /
CONTEMPORARY APPROACH



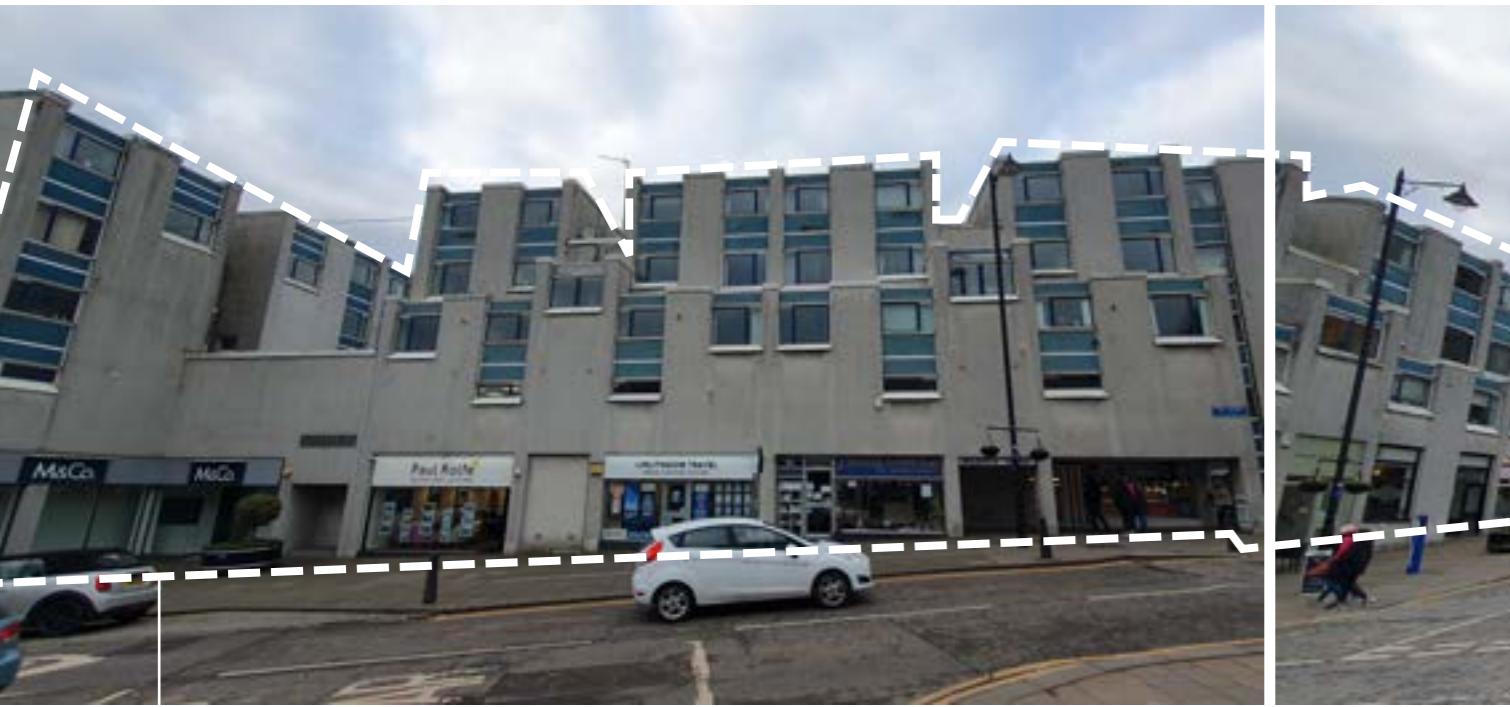
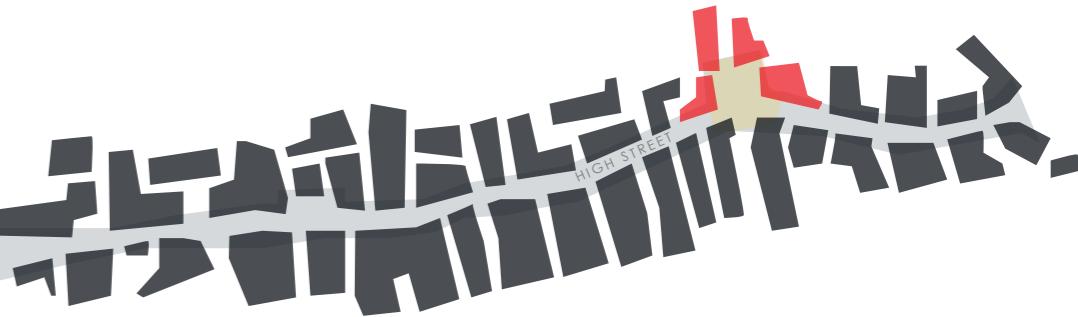
DORMER WINDOW FEATURES



INAPPROPRIATE MODERN /
CONTEMPORARY APPROACH

WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

3.7 CONTEXT : LINLITHGOW DESIGN FEATURES



INAPPROPRIATE MODERN /
CONTEMPORARY APPROACH



VERTICALITY OF WINDOWS



GABLE FEATURE

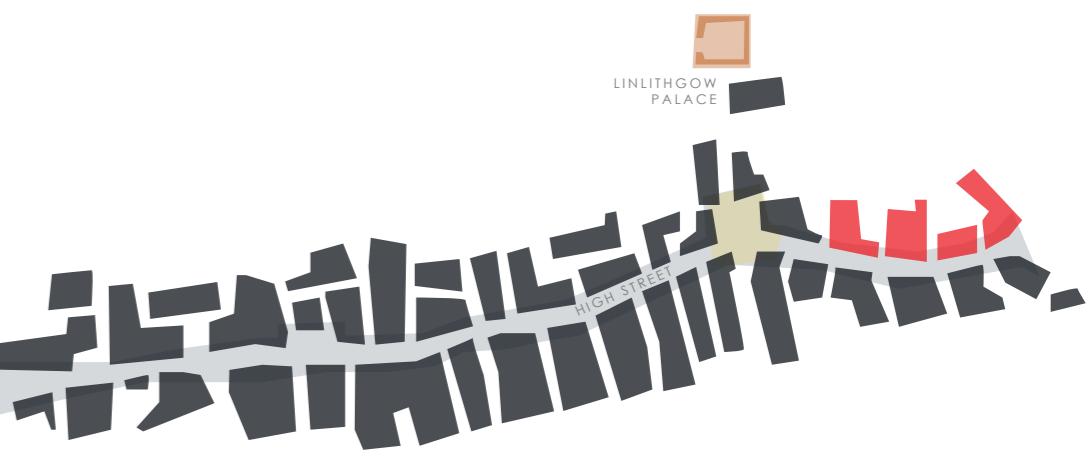


DORMER WINDOW FEATURES

RENDERBANDING
AROUND WINDOWS

WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

3.7 CONTEXT : LINLITHGOW DESIGN FEATURES



DIFFERENT RENDER COLOURS



DORMER WINDOW FEATURES



HIGH QUALITY MATERIALS
FOR FEATURE BUILDINGS

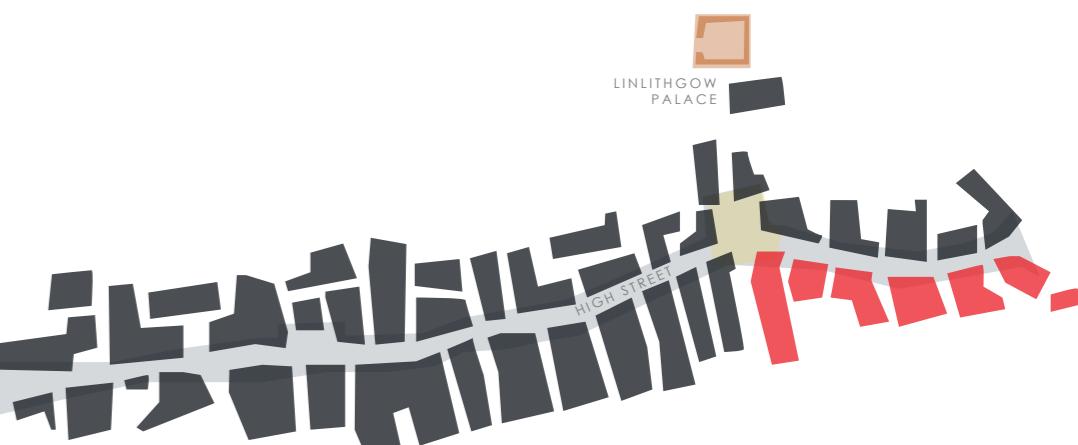


VERTICALITY OF WINDOWS

WINDOW SURROUNDS

WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

3.7 CONTEXT : LINLITHGOW DESIGN FEATURES



HIGH QUALITY MATERIALS
FOR FEATURE BUILDINGS



DORMER WINDOW FEATURES



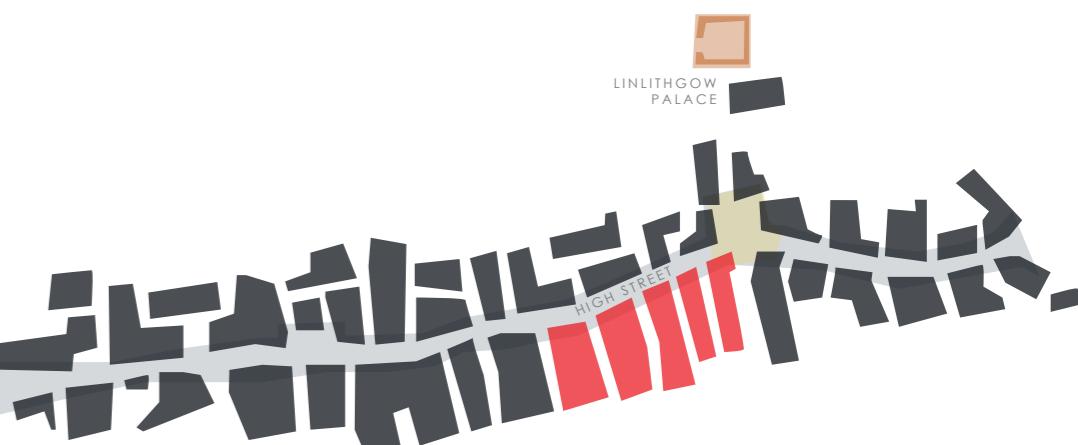
RENDER BANDING
AROUND WINDOWS



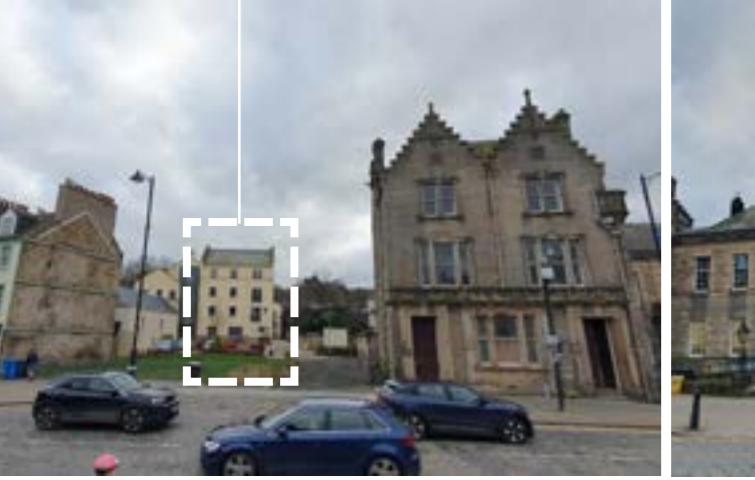
VERTICALITY OF WINDOWS

WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

3.7 CONTEXT : LINLITHGOW DESIGN FEATURES



OPPORTUNITIES FOR RENDER



ENTRANCE FEATURES



HIGH QUALITY MATERIALS
FOR FEATURE BUILDINGS



DORMER WINDOW FEATURES



POSITIVE BOUNDARIES

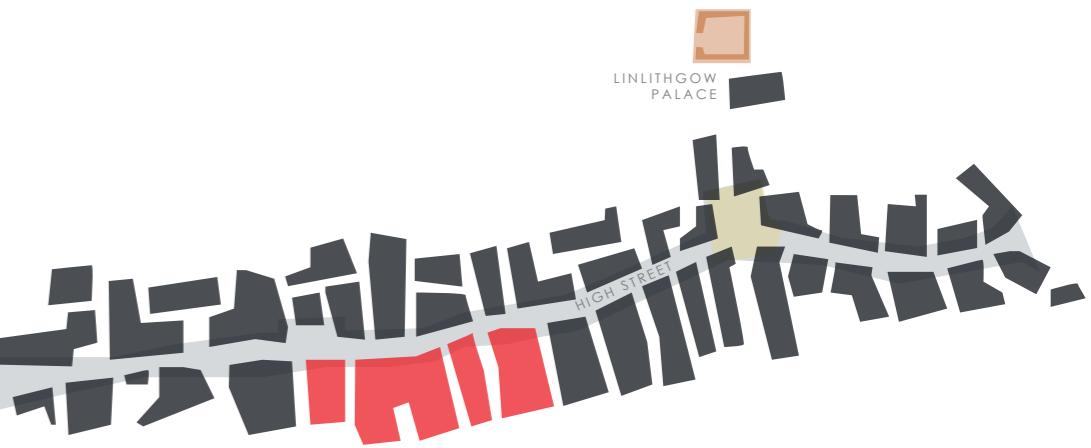


WINDOWS SURROUNDS



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

3.7 CONTEXT : LINLITHGOW DESIGN FEATURES



VERTICALITY OF WINDOWS



DORMER WINDOWS / CHIMNEY FEATURES



OPPORTUNITY FOR CONTEMPORARY DESIGN



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

4.0 DESIGN GUIDANCE

The design and layout for the new development at Wilcoxholm Farm in Linlithgow has been developed in accordance with national and local authority policy and guidance such as:

Creating Places

National Planning Framework 4 (NPF4)

West Lothian Local Development Plan 2018

West Lothian's Supplementary Guidance including Residential Development Guide and Affordable Housing

Linlithgow Local Place Plan



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

4.1 DESIGN GUIDANCE - CREATING PLACES

A policy statement on architecture and place for Scotland

The Scottish Government's Creating Places document sets out the role of the planning system in delivering the Scottish Government's aspirations for design and making places. It promotes principles of context, identity and character and defines the six qualities of successful places as follows:

- distinctive;
- safe and pleasant;
- easy to move around;
- welcoming;
- adaptable; and
- resource efficient.

The development at Wilcoxholm Farm can achieve all of these aspirations. It will be well connected and easy to move around. The new neighbourhood has the potential to incorporate a mix of house types and cater for a range of age groups and demographics. All designed to the latest technical standards in terms of carbon reduction and sustainability.

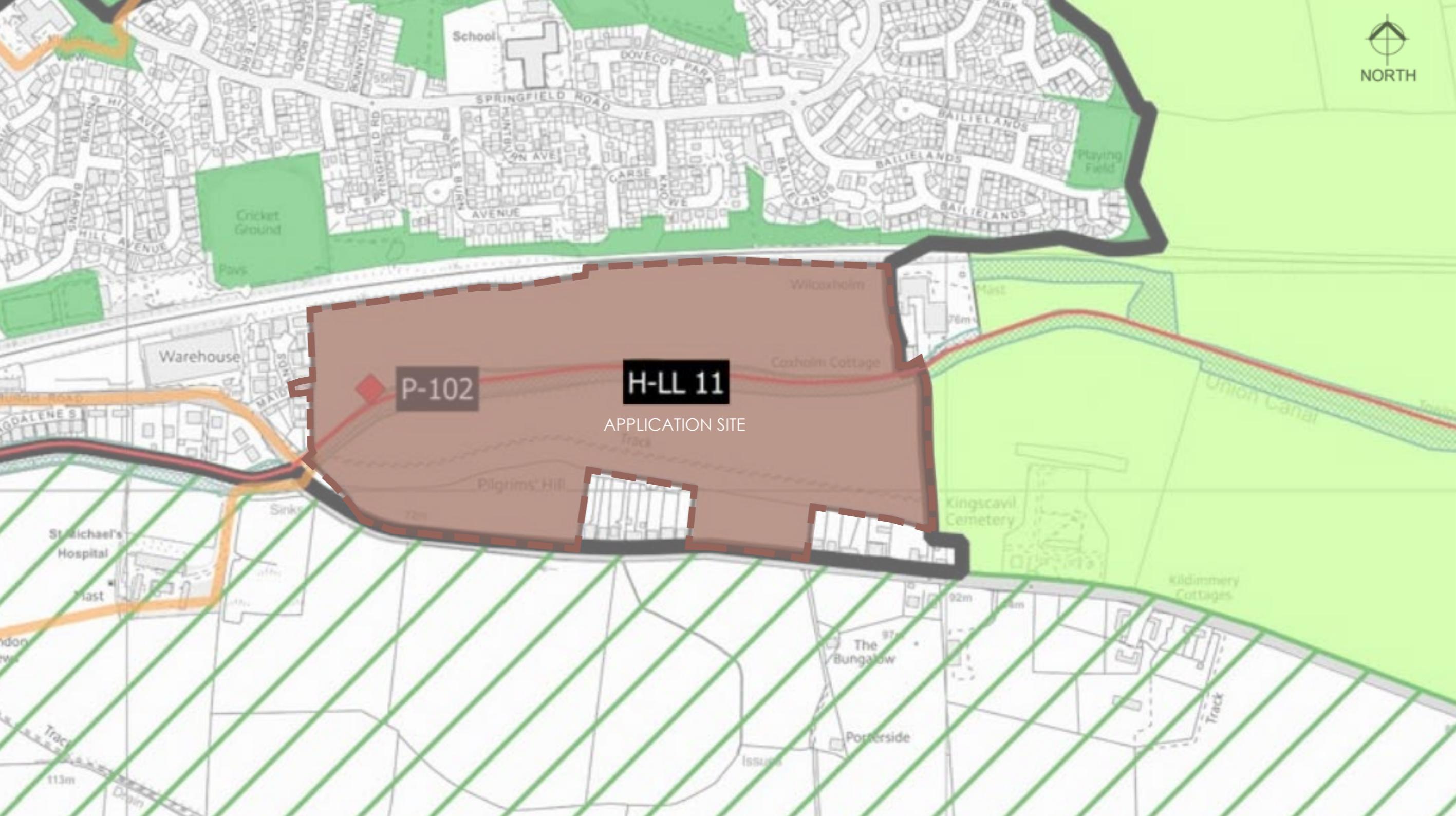


WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

4.1 ADOPTED LOCAL DEVELOPMENT PLAN

The existing LDP identifies the site as housing allocation ref: H-LL 11. This includes a capacity of approx. 200 units. The allocation also sets a number of requirements as part of the delivery of the site, including:

- Junction improvements
- Canal bridge crossing / pedestrian access to railway station
- Flood Risk Assessment / Archaeological Assessment
- Coal mining investigation may be required
- Sensitive design to respect the Union Canal
- Investigation into existing houses on the Edinburgh Road and potential connection to mains drainage and other utilities



4.2 NATIONAL PLANNING FRAMEWORK 4 (NPF4)

NPF4 was adopted in February 2023 and supercedes Scottish Planning Policy (SPP), NPF3 and all Strategic Development Plans (SDPs).

NPF4 policies of relevance to the site and the proposed development have been summarised below.

POLICY 1
Tackling the Climate and Nature Crises

POLICY 2
Climate Mitigation and Adaption

POLICY 3
Biodiversity

POLICY 4
Natural Places

POLICY 5
Agricultural land

POLICY 6
Forestry, Woodland and Trees

POLICY 7
Historic Assets and places

POLICY 12
Zero Waste

POLICY 13
Sustainable Transport

POLICY 14
Design, Quality and Place

POLICY 15
Local Living and 20 Minute Neighbourhoods

POLICY 16
Quality Homes

POLICY 18
Infrastructure First

POLICY 20
Blue Green Infrastructure

POLICY 21
Play, Recreation and Sport

POLICY 22
Flood Risk and Water Management

POLICY 23
Health and Safety



POLICY 1

Tackling the Climate and Nature Crises

The development creates new housing in an area already suited to this type of development and allocated within the LDP. It does not have a large carbon footprint.

POLICY 2

Climate Mitigation and Adaption

It is and will be part of an existing settlement / community and so represents an improvement on large out of town developments. The new houses will incorporate sustainable heating solutions but will also be capable of any future adaption required to further reduce emissions.

POLICY 3

Biodiversity

The development will have minimal effect on biodiversity as required by NPF4. There will be a number of opportunities to improve habitats through the ongoing maintenance of the existing landscape, trees and wildlife within the open spaces, SUDS features and woodland areas of the new neighbourhood.

POLICY 4

Natural Places

The houses will have as little impact on the natural environment as possible. An ecological assessment has been carried out in support of the site.

POLICY 5

Agricultural land

This policy relates to development proposals for prime agricultural land being supported in certain specific circumstances. The site is allocated for residential development and is not prime agricultural land and so the requirements of this policy have been met.

POLICY 6

Forestry, Woodland and Trees

The woodland and trees in and around the site are to be retained as part of the proposals and in accordance with the principles of NPF4. The woodland areas are important factors in contributing to the sustainability and biodiversity of the site. These areas and new open spaces can also become an important amenity for the existing community through improving access and connectivity. A tree survey and woodland management plan would be carried out in support of any application.

POLICY 7

Historic Assets and Places

The guidance aims to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places. The setting of the historic canal which is a Scheduled Ancient Monument is particularly important. The proposals include a new canalside park and stand off in accordance with the guidance and instruction from Scottish Canals. Development would also front onto this asset with parking to the rear to further improve the public realm along the canal. The listed bridge crossing in the east is also to be retained / improved.

POLICY 12

Zero Waste

The development of houses within an existing settlement at Linlithgow complies with the standards of this policy in terms of reducing waste and utilising local and sustainable materials. Each house will also be provided with access to all of West Lothian Councils recycling services and facilities.

POLICY 13

Sustainable Transport

The development aims to encourage, promote and facilitate and prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. This includes improved connection to the surrounding core path network and cycleways along the canal. The development site is also located close to existing public transport network which is likely to improve with development of the site.

POLICY 14

Design, Quality and Place

This policy is similar to Creating Places and requires new development to be healthy, pleasant, connected, distinctive, sustainable and adaptable. The bespoke, high quality design for the new neighbourhood at Wilcoxholm will achieve all of the required criteria. There is an opportunity to support and facilitate many of the environmental and accessibility opportunities identified within the local place plan.



POLICY 15

Local Living and 20 Minute Neighbourhoods

The site is part of an existing residential settlement and allocated for residential development. It is located within 15 minutes of the town centre and train station. Development would also likely improve existing bus services within the area which are currently located along the southern boundary and no more than 5 minutes walk from any part of the site. The site is fully compliant with this policy.

POLICY 16

Quality Homes

The development of new, high quality private and affordable homes is in line with this policy of NPF4. Further details of house types will be provided as part of any future detailed planning application.

POLICY 18

Infrastructure First

The development aims to encourage, promote and facilitate an infrastructure first approach which puts infrastructure considerations at the heart of the new neighbourhood. The roads surrounding the site already exist.

The development of the site will allow the infrastructure within the town to be improved. This will include improved footpath / cycle connections, reduced speed limits, improved junctions, upgraded utilities, increased access to public transport and other general improvements.

POLICY 20

Blue and Green Infrastructure

The new development aims to enhance blue and green infrastructure through the inclusion of new SUDS features. Blue and green infrastructure will be an integral part of the early design and development processes and should be designed to deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management. SUDS will be located in the south west at the lowest part of the site. It is agreed that any outfall from the SUDS can be taken into the existing canal.

POLICY 21

Play, Recreation and Sport

This policy aims to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. The development at Wilcoxholm has the potential to improve access to the local and wider footpath network. It also has the potential to provide some of the recommendations within the local place plan such as environmental improvements and new open space / play areas. Improved access to the existing footpath network will also encourage healthy living and connectivity.

POLICY 22

Flood Risk and Water Management

There is no flood risk on the southern part of the site. The applicant will consider the installation of water butts within the new houses to collect any rainwater from roofs and terraces for use elsewhere on the site. The applicant could also take advantage of water saving devices such as toilets etc.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

4.3 DESIGN GUIDANCE - LOCAL PLACE PLAN

The Scottish Government introduced guidance on Local Place Plans in 2022.

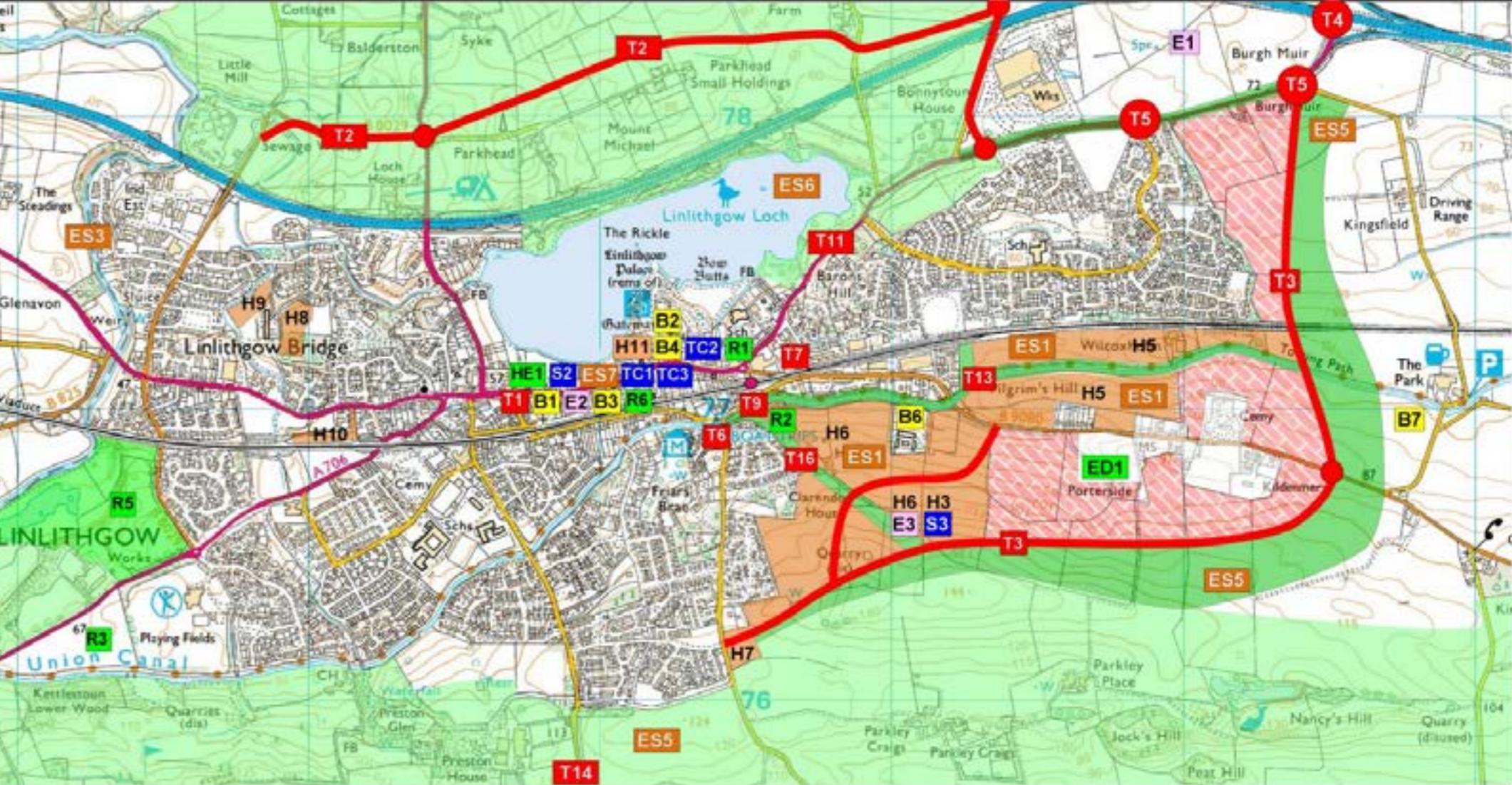
Local Place Plans are intended to reduce conflict, improve community engagement and build public trust in planning matters. They offer the opportunity for a community-led, collaborative approach to creating great local places. It is vital that local people have the opportunity to engage meaningfully and have a positive influence in the future planning of development in their areas. The aim is to significantly enhance engagement in development planning, effectively empowering communities to play a proactive role in defining the future of their places.

LINLITHGOW LOCAL PLACE PLAN 2024 - 34

The Community Council have engaged with the local community, Linlithgow Burgh Trust (inc. the Civic Trust and Burgh Beautiful Linlithgow), Linlithgow Business Association and Linlithgow Community Development Trust to produce the plan.

The plan aims 'to create a vision which gives local people the opportunity to engage meaningfully and have a positive influence in the future planning of development' in Linlithgow. The site is identified as housing proposal ES1 within the plan - see opposite.

It is important to note that LPPs do not form a statutory part of the development plan, but will be taken into account by WLC in the development of the forthcoming LDP2.



Map Legend and Colour Key

- Light Green: Areas of Great Landscape Value
- Dark Green: 'Green Wedges', Wildlife Corridors and Development Free Areas
- Orange: Housing Proposals
- Red: Areas for Housing Development beyond 10 Years (See p 31)
- Red: Proposals for Environmental Sustainability
- Yellow: Proposals for Built/Architectural Heritage and Tourism
- Green: Proposals Relating to Business and Employment
- Blue: Proposals for Retailing and Town Centre
- Red: Community/Recreation Proposals
- Red: Education Proposal
- Red: Health Facility Proposal

Tx Transport/Accessibility Proposals

— Road Links

Sx TCx Proposals for Retailing and Town Centre

Rx Community/Recreation Proposals

ED1 Education Proposal

HE1 Health Facility Proposal

WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

4.4 COMMUNITY ENGAGEMENT

Hallam Land has undertaken an extensive programme of community engagement. A Proposal of Application Notice was submitted in July 2024 for 'Residential development (located to the south of Canal only), with associated access, parking, landscaping, open space, earthworks and other infrastructure'.

Hallam Land have carried out two in-person public consultation events in the Low Port Centre, 1 Blackness Road, Linlithgow, EH49 7HZ between the hours of 13:00 and 18:45 on 29 October 2024, and 27 May 2025. Both events were well attended, with the first event seeing over 200 attendees, and the second event just over 90 attendees. A variety of comments have been received in relation to the proposed development of the site, which can be summarised briefly as follows:

- The principle of residential development on the site is well established.
- Local residents wish to see a mixture of house types and sizes delivered on the site, including affordable housing, to suit the needs of the local community.
- Concerns around traffic, transport and air quality need to be addressed, and should be given further consideration.
- Concerns around infrastructure capacity, including education and healthcare should be given further consideration.
- Wishes for the proposed development to comply with the Linlithgow Local Place Plan.
- Requests for substantial areas of open space, biodiversity and consideration to be given to loss of ecology / habitat and impact on protected species.
- A summary of the events will be contained within the Pre-Application Consultation (PAC) report to be submitted in support of the imminent planning application.



LOCAL RESIDENTS AT THE FIRST COMMUNITY EVENT

Community events were held in October 2024 and May 2025.

WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

4.5 NEIGHBOURHOOD ENGAGEMENT

Hallam Land have also gone beyond the statutory requirement for community engagement. They have contacted owners of existing houses along the B9080. These houses are not connected to the adopted public sewer system as none currently exists in this area. A requirement of the new development will be a new public sewer and there is an opportunity for the existing houses to connect along the Edinburgh Road. This will reduce reliance on individual septic tanks, reduce costs and improve the environment with no outfall into local watercourses. Discussions with existing residents are currently ongoing and Hallam are keen to facilitate this connection.

The applicant has also met separately with the owners of no.37B Edinburgh Road whose rear elevation overlooks the application site. Through detailed discussions we have introduced open space within the masterplan and re-orientated houses in this area to minimise the impact (see sketch far right). The new houses will also sit much lower down the hill than the existing house. These features have been added into the indicative layout for the PPP. If this is to the satisfaction of the local authority the applicant would be happy to agree to a planning condition which ensures this is carried through to the detailed design and future AMSC applications.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.0 DEVELOPMENT PATTERN / URBAN GRAIN

The development pattern in Linlithgow has historically been linear along key elements of infrastructure.

Through the centre of the town is the railway which has been operational since 1842.

To the south is the Union Canal which was opened in 1822.

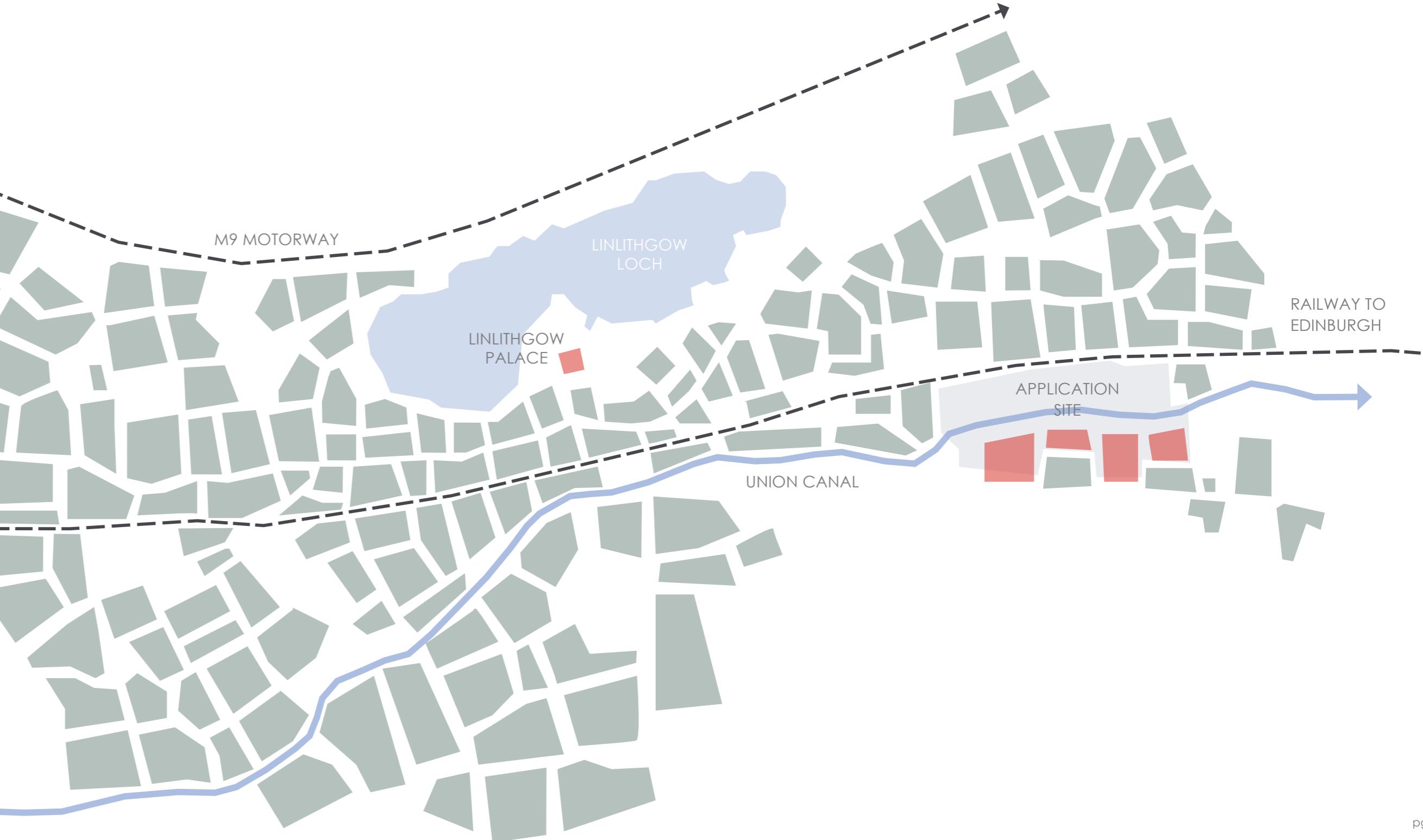
To the north is the M9 motorway which has been operational in some form since the 1960s.

The Edinburgh Road also weaves its way through the town on an east to west axis.

Development has therefore extended both east and west from the town centre along these key routes.

The allocation of the site at Wilcoxholm Farm continues this pattern and reflects the historical development of the town over the last 2 centuries.

More recently development has taken place in the west and the north east. Wilcoxholm Farm provides an opportunity to extend development to the south east of the town.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.1 CONCEPT

The concept was to create a more positive environment along the historic Union Canal. The design also aims to increase the use of the existing towpath and improve connectivity into Linlithgow.

This includes new parks, open space and play areas along the canal, which will improve bio-diversity and provide views out of the site to the north and west.

This set back also minimises retention and protects the setting of the scheduled monument.

The LDP identifies a requirement for a crossing point over the canal which will be an important part of the emerging proposals. This has generated a lot of discussions with the options shown later in this design statement. The site is allocated for 200 units and has the potential to accommodate around 220 new affordable and private homes comfortably.

KEY:

- SITE BOUNDARY
- EXISTING CANAL
- EXISTING TOW PATH
- PLAY AREA
- POTENTIAL NEW CANAL BERTHS
- ↔ NEW CONNECTIONS
- ↔ NEW ROADS
- POTENTIAL CROSSING
- PROPOSED RESIDENTIAL DEVELOPMENT
- ★ POTENTIAL FOR FEATURE BUILDINGS



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT



5.2 FRAMEWORK

The framework builds on the constraints, opportunities and concept for the site to create a layout which reflects the existing natural and built features of the site.

- [---] SITE BOUNDARY
- ←→ EXISTING RAILWAY
- ↔ UNION CANAL
- ↔ TOWPATH
- EXISTING B9080
- ↖ Potential ACCESS POINTS
- ↖ VIEWS OUT
- ↔ PARK / OPEN SPACE ALONG CANAL
- ↔ GREEN BUFFER TO EXISTING HOUSES
- ↔ SUDS
- ↔ DEVELOPMENT POCKETS
- ↔ POSITIVE FRONTAGE TO CANAL / NEW STREETS AND OPEN SPACE





5.3 LANDSCAPE STRATEGY - DEVELOPMENT PRINCIPLES

The historic townscape of Linlithgow and the wider highly settled farmed estate landscape contain many positive attributes that have been drawn into the vision for the Site and enabling a pro-active design strategy to be developed.

- Drawing upon the existing urban grain within the historic parts of Linlithgow the proposed development would have the characteristics of a typical planned Scottish 'village' where new housing would be set out to incorporate a distinctly formal layout with a tight urban grain within the centre of the Site and with the ratio of green space to built form increasing towards the more sensitive eastern and northern fringes;
- Building upon the strong visual and physical connection with the urban fringes and preserving the existing skyline, the development would respond positively to take advantage of the distinctly northerly aspect of the northern sector and orientated outwards to overlook a large new 'meadows' parkland along the interface with the Union Canal;
- Building upon the strong southerly aspect of the southern sectors of the Site and working with the natural contours, the development would respond positively to the urban / rural interface with dwellings on the eastern and southern fringes orientated outwards to address the street scene along the Edinburgh Road;
- Creating a strong sense of arrival when approaching Linlithgow along the Edinburgh Road. This would be achieved by stepping development back and orientated to overlook a linear green buffer which would be planted with avenue and specimen tree planting, lengths of formal hedging and in tandem with lengths of stone wall and gate piers at the access junctions, these hard and soft landscape features would visually anchor the development into the street scene. This would create a strong sense of arrival not only into the development but also into the town and in turn, this would significantly improve the visual amenity of this 'gateway' zone.

LEGEND

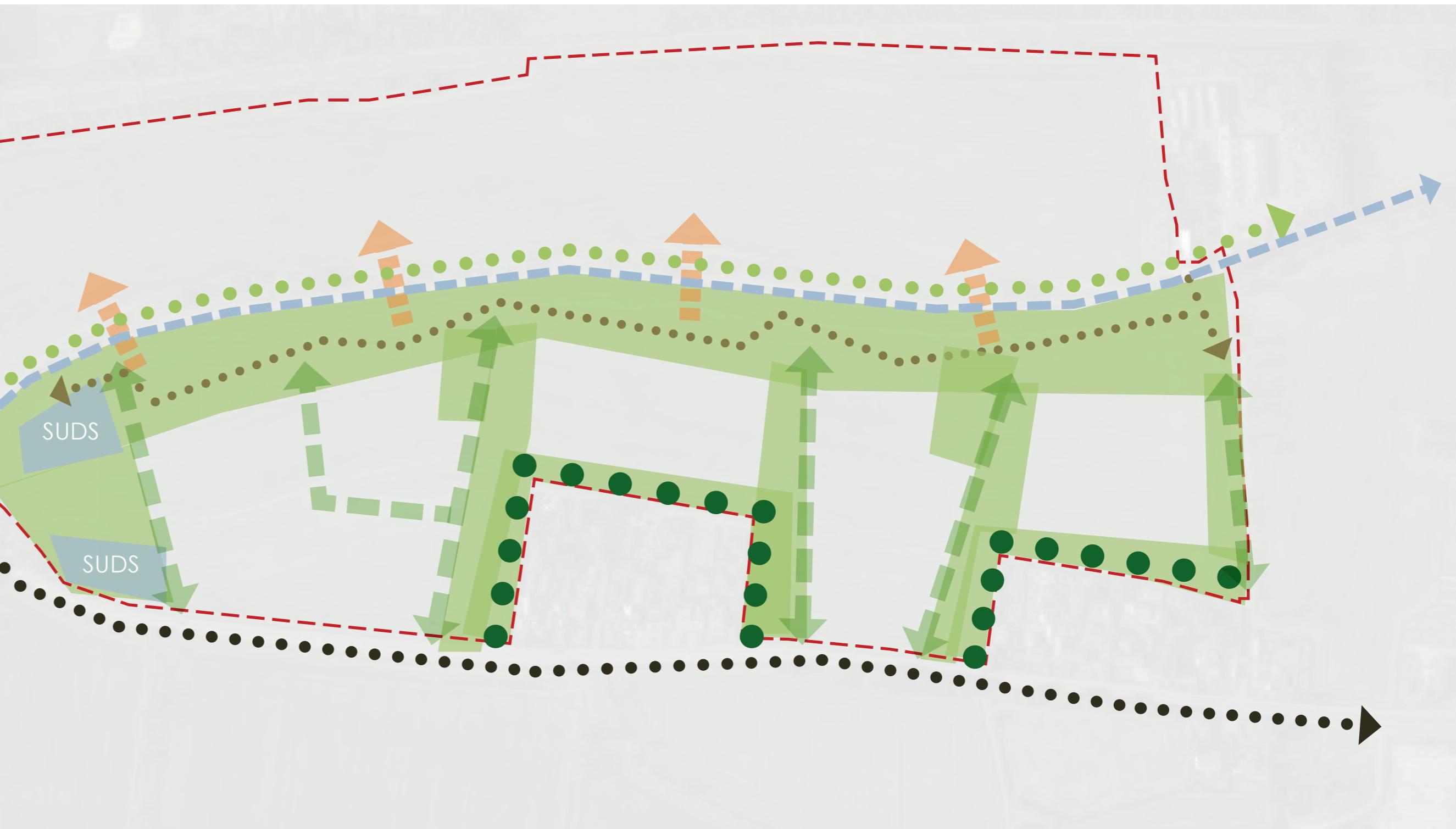
- PRIMARY ACCESS WITH GATE PIERS, WALLS, FORMAL HEDGING AND AVENUE TREE PLANTING AND OUTWARD FACING ELEVATIONS ON APPROACH ALONG EDINBURGH ROAD TO ADD TO THE STREETSCENE
- PRIMARY ROAD INFRASTRUCTURE ACROSS HIGHEST PART OF SITE WITH AVENUE/STREET TREE PLANTING FORMING A SOFT 'SPINE' AND BACKDROP TO HOUSING
- DISTINCT PODS OF HOUSING PRESENTING OUTWARD LOOKING DEVELOPMENT ALONG THE UNION CANAL FRONTRAGE, EDINBURGH ROAD AND GREEN SPACE
- OPPORTUNITY TO CREATE A NEW 'VILLAGE' CENTRE / SQUARE WITH A TIGHT URBAN GRAIN
- OPPORTUNITY TO CREATE A NEW CENTRAL VILLAGE PARK INCLUDING A 'VILLAGE' GREEN AND FORMAL / INFORMAL RECREATION
- INTERLINKED RIBBONS OF GREEN SPACE: TREE PLANTING IN LARGE SWATHES OF ENRICHED GRASS MEADOWS AND AMENITY GRASSLAND
- WIDE GREEN BUFFERS TO PROTECT VISUAL AMPLITUDE INC. LOW WOODLAND/EDGE HEDGEROWS, TREE PLANTING IN SWATHES OF ENRICHED GRASS MEADOWS
- NATIVE SPECIES BASED LOW WOODLAND / WOODLAND EDGE PLANTING
- SEMI-NATURAL PARKLAND BETWEEN PROPOSED DEVELOPMENT AND UNION CANAL. LARGE AREAS OF WILDFLOWER/ENRICHED GRASS MEADOWS, SMALL GROUPS OF NATIVE SPECIES STRUCTURE PLANTING
- SITE-WIDE PEDESTRIAN NETWORK WITH DIRECT LINKS TO EDINBURGH ROAD AND THE POTENTIAL FOR AN UPGRADED PATH LINK TO THE UNION CANAL AT WILCOXHOLM, CREATING CIRCULAR LINKS AND SAFE ACCESS TO RECREATIONAL FACILITIES AND THE SCHOOL
- WET WILDFLOWER MEADOWS, WETLAND PERENNIALS AND NATIVE TREE PLANTING ACROSS SUDS ATTENUATION / DETENTION BASINS TO ENHANCE BIODIVERSITY AND EXTEND HABITATS
- CREATION OF TWO GREEN VISTA / VIEW CORRIDORS DISSECTING THE SITE NORTH-SOUTH PROVIDING BROAD SEPARATION AND SOFTENING TO DISTINCT PODS OF HOUSING AND LINKING TOWN AND 'COUNTRY'



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.4 LANDSCAPE FRAMEWORK - Green Networks and Open Space Principles

Drawing on the wooded characteristics and vegetation structure within the local context, a key principle of the landscape strategy is to create a new substantial landscape framework which would wrap around and frame distinct development 'pods' and create 'green' buffers to all boundaries. This would ensure the existing built skyline is preserved and together with the site-wide planting strategy, these green spaces would provide both separation and softening to the distinct pockets of housing whilst creating a long term defensible 'green' settlement fringe to Linlithgow. The opportunity has also been taken to maximise the recreational value of the site by introducing a range of integral passive and active open spaces which have been incorporated into the landscape as a series of interlinked ribbons, including the SUDS strategy and an integrated site-wide path network with links to the existing communities and an improved link to the Union Canal.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.4 LANDSCAPE FRAMEWORK - Green Networks and Open Space Principles

Components of a new landscape framework would include:

- Introduction of a comprehensive site wide planting strategy incorporating the existing vegetation structure around the site's periphery and comprising a hierarchy of woodland, structure, avenue, specimen tree planting, hedgerows, lengths of formal hedging, native based and ornamental shrub mixes and complimented by swathes of wildflower/ wet wildflower meadows, grass meadows, amenity grassland and naturalised areas of bulbs. These green networks of substantial planting would extend from the site's parkland fringes to form a new structured framework to the interior of the site and create a series of development pods within which housing parcels would be readily absorbed;
- Creation of tree-lined avenues incorporating the primary road infrastructure assisting in extending 'view' corridors north to south and east to west and creating a soft backdrop along the local ridgeline across the centre of the site;
- A substantial new 'meadows' park would be introduced to the northern sector and interface with the Union Canal and wrap around the eastern and western fringes. New areas of native and locally indigenous woodland, small groups of dispersed native structure trees, riparian planting, enriched grass meadows, and naturalised areas of Scottish bluebells would be introduced across this parkland to enhance the biodiversity value and extend habitats networks from the high nature conservation interests along the Union Canal corridor;
- Two broad green spaces would be orientated on a north-south axis and extend from the linear parkland proposed along the street frontage with the Edinburgh Road to the substantial new 'meadows' parkland along the Union Canal interface to create green vistas allowing views in and out, thus forming direct links between 'town' and 'country';
- A new large 'village' green would be introduced into the centrally located green vista and include a range of formal and informal recreational activities, set within a new parkland setting with swathes of amenity grass, grass meadows and wildflower grass



LANDSCAPE STRATEGY SUMMARY

Overall, it is considered that the landscape strategy as outlined above would reflect the more traditional street pattern within Linlithgow by incorporating a distinctly formal layout and drawing upon the characteristic components within the wider farmland and wooded estates landscape. A new landscape framework would be established which would set distinct pockets of housing into a woodland/parkland setting. In combination with other hard and soft landscape features such as long lived avenue tree species, stone walls and gate pier features marking the primary access points, lengths of formal hedging and channelled green visits and view corridors in and out of the site, the proposed development would have a positive effect upon the local environment along the Edinburgh Road and the Union Canal and ultimately enhance high quality outward looking residential development to be delivered that would fully embrace the strong sense of place, distinctiveness, identity and maturity that the context to the site already exhibits.

WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.5 MOVEMENT + CONNECTIONS

The design and layout aims to improve connections to the canal and the existing towpath.

One of the requirements of the local development plan is for a crossing. Through the process we have canvased opinion on the preferred options from the local community and relevant stakeholders like Scottish Canals. The feedback is contained within later sections of the design statement.

The layout creates development pockets which maximise potential for connection to the north. A new footpath to the south of the canal is proposed. This will be located within the new canal park and take a more informal route through the new open space.

Vehicular access will be from two points on the B9080 / Edinburgh Road. Both have been assessed as suitable in terms of location and sightlines. There is also an opportunity to change the character along this road, thus decreasing vehicle speeds and increasing safety.

The internal roads will be formed by a network of streets and lanes. Vehicles will be restricted from the canal edge with roads and parking sitting behind the key building frontage.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

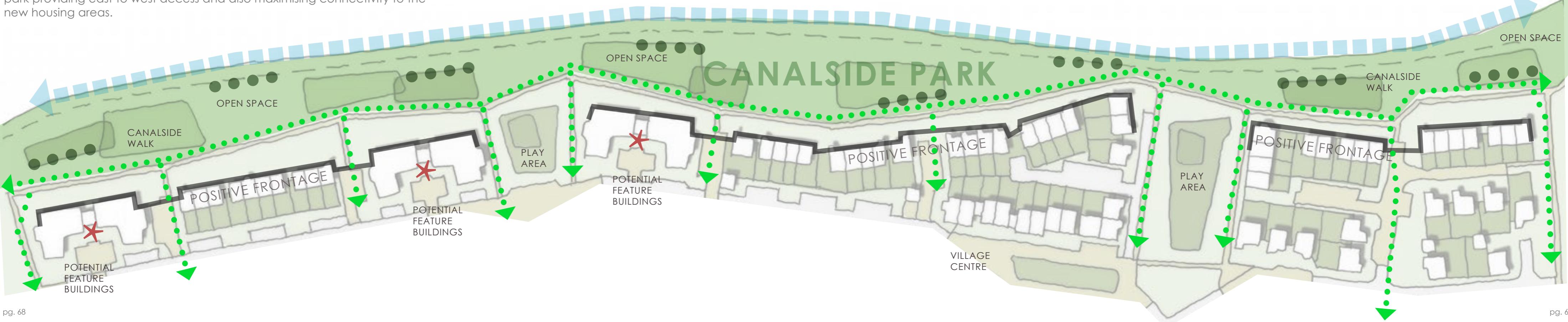
5.6 DESIGN RESPONSE : FRONTAGE

It was important that the new design created a much more positive environment along the historic Union Canal. The setting of the canal is also important and the 5m exclusion zone has been respected. The design goes well beyond this minimum standoff and proposes a canalside park which varies in width from 30m to 50m wide.

This will create opportunities to improve the landscaping and encourage activities within this area. A new informal footpath will run through the new park providing east to west access and also maximising connectivity to the new housing areas.

Buildings should front onto the new park providing a positive frontage and attractive backdrop to the park and the canal. The building frontage can be more continuous in this area with a mix of terraces / townhouses and flats. The impact of cars on the canal will be mitigated by restricting roads and parking to the south of these buildings and away from the canal.

This should help to create an attractive new space with views out to the north and north west towards the town and the palace.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.7 DESIGN RESPONSE : VILLAGE CENTRE

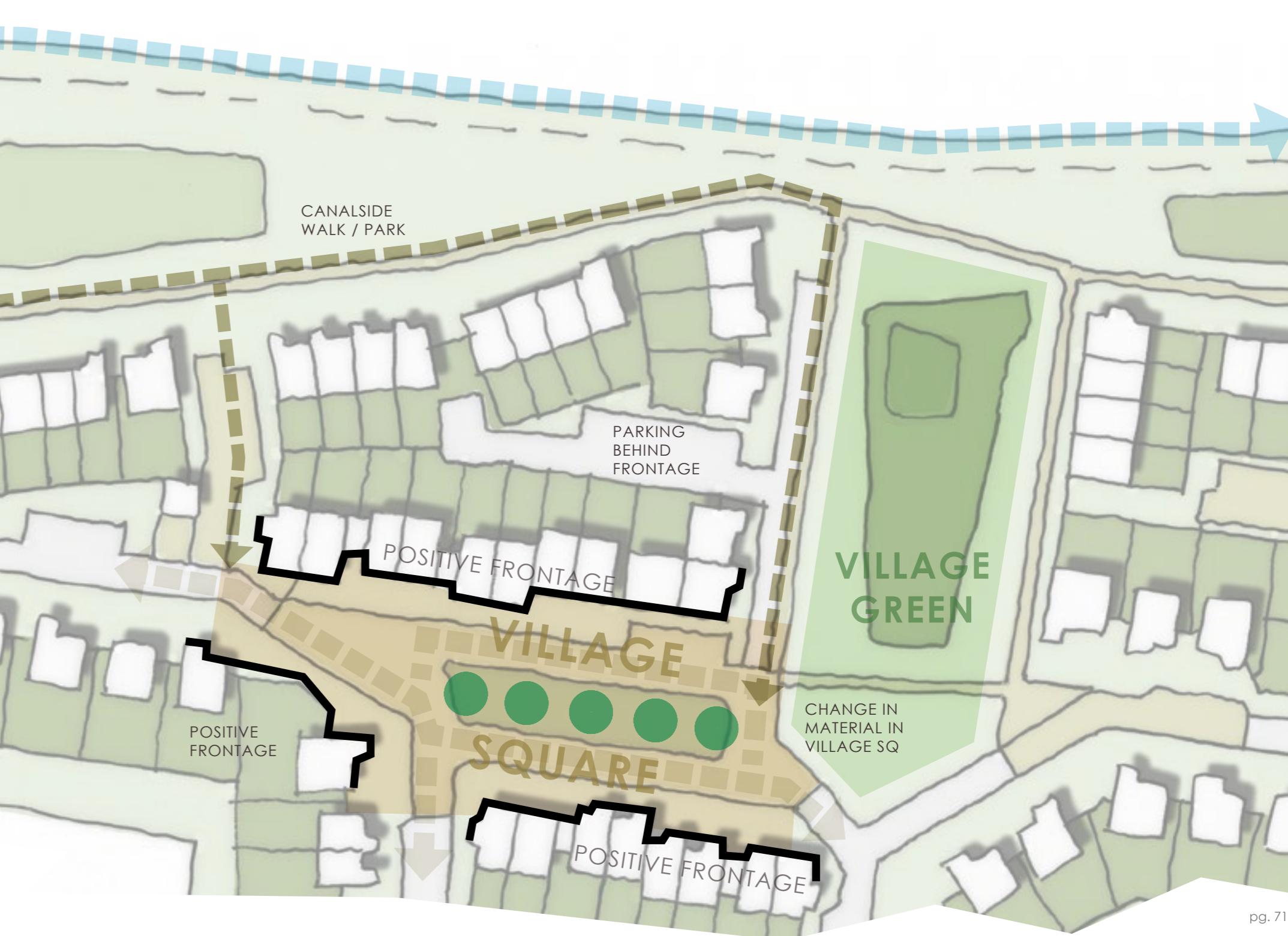
There is an opportunity to create a new village centre within the development which could become a focal point of the new neighbourhood. This could include a village square, village green and a varied building type more appropriate for this kind of area. Linked / terraced housing rather than detached houses in this area would be more appropriate and provide an attractive and distinctive backdrop to the public realm. A change in road surfacing in this area would also create a more pleasant space and help to prioritise pedestrians and cyclist ahead of vehicles. Parking could also be located to the rear of the buildings in the village centre further mitigating the impact of cars. There may also be opportunities for alternative uses within this area if required.



OPPORTUNITY FOR SEATING, PAVED AREAS AND GREEN SPACE



PEDESTRIAN AND CYCLE DOMINATED SPACE RATHER THAN CARS



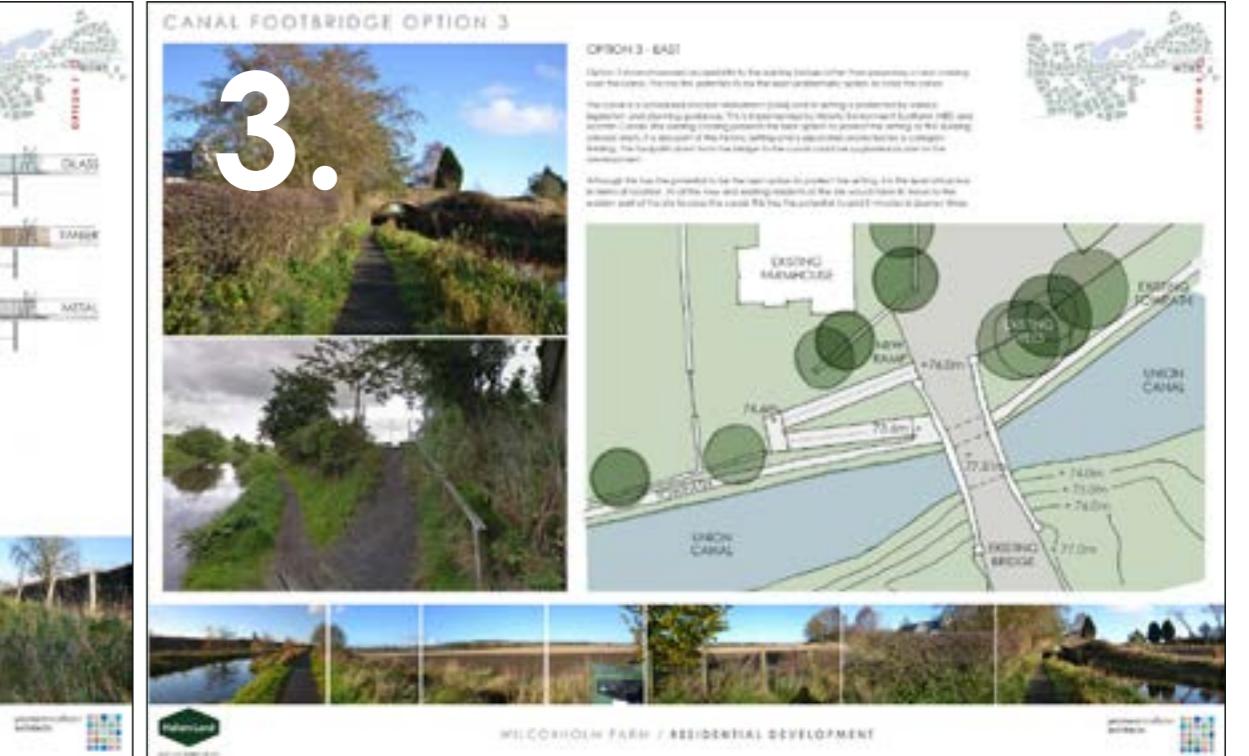
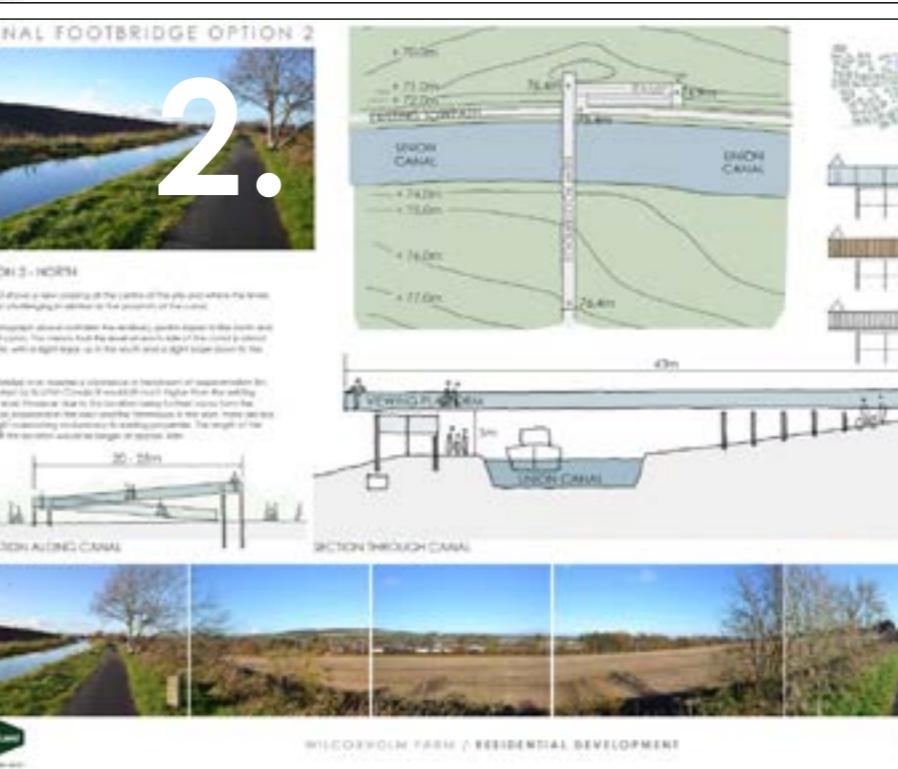
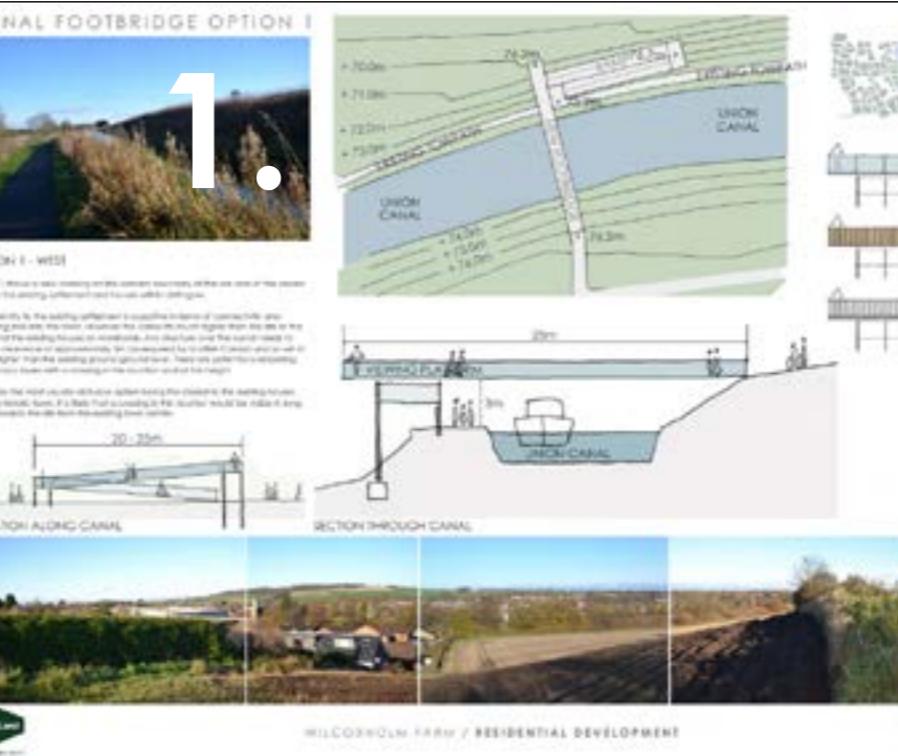
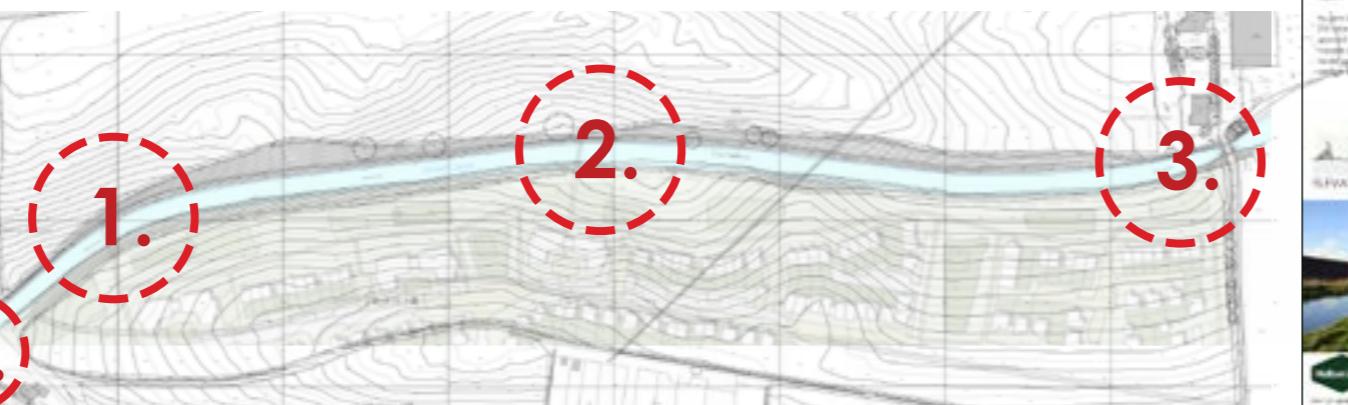
WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.8 DESIGN RESPONSE : CROSSING OPTIONS

The applicant has considered the requirements of the LDP in terms of the crossing the Union Canal. After a number of meetings with Scottish Canals and the local authority, a series of options were presented to the local community. These included:

- OPTION 1 - New footbridge to the west
- OPTION 2 - New footbridge in the centre of the site
- OPTION 3 - Improve existing historic bridge in east
- OPTION 4 - Improve footpath options under canal
- OPTION 5 - Combination of the above options

There was a mixed response to the crossing options. Some supported the creation of a new crossing point whilst most did not including the community council.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.8 DESIGN RESPONSE : CROSSING OPTIONS

The images opposite show the impact of a new footbridge on the canal and the surrounding area.

The length of ramp required to achieve wheelchair access and a clearance to the canal of 3m is approximately 36m. The bridge then becomes a very prominent feature on the existing, historic canal.

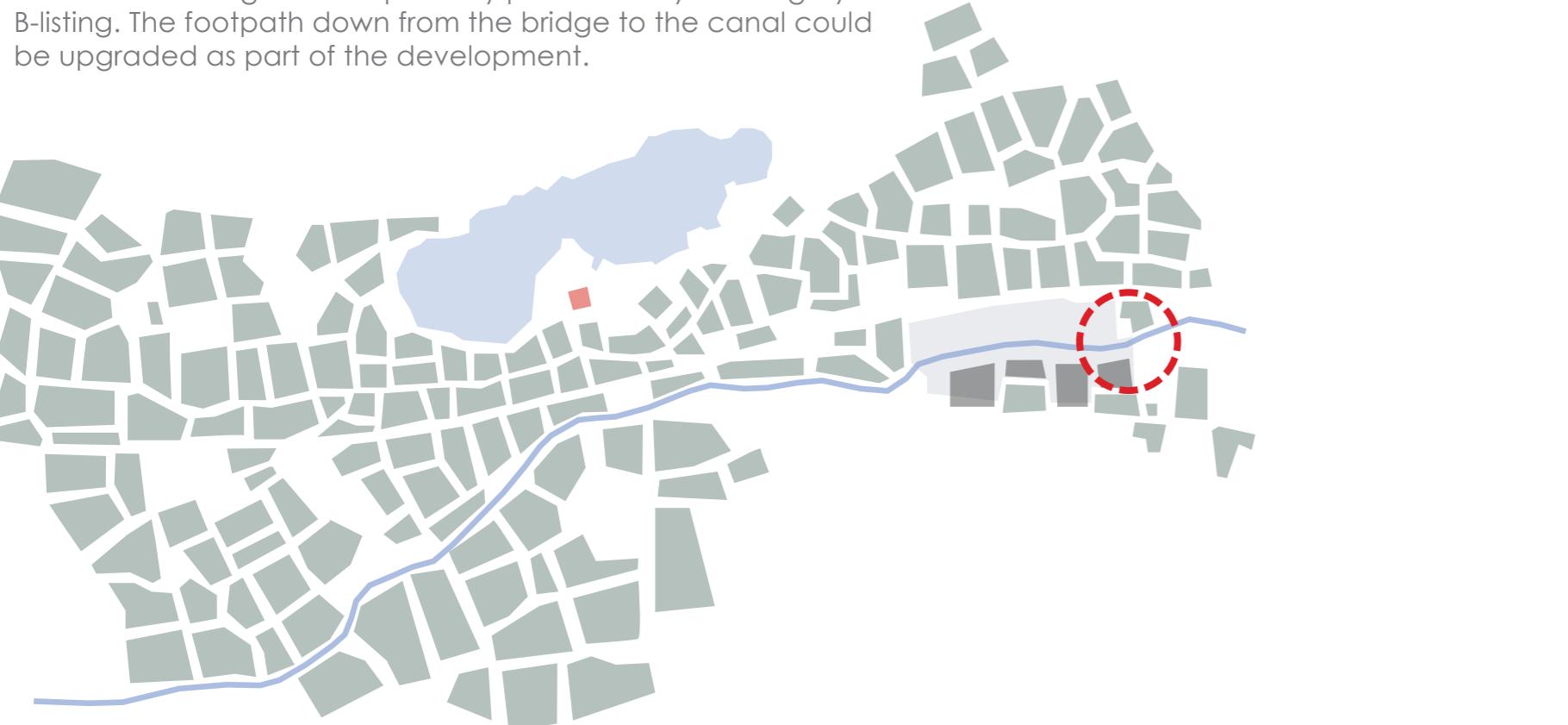


WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.8 DESIGN RESPONSE : CROSSING OPTIONS

Option 3 shows improved accessibility to the existing bridge rather than proposing a new crossing over the canal. This has the potential to be the least impactful option to cross the canal.

The canal is a Scheduled Ancient Monument and its setting is protected by various legislation and planning policy and guidance. The existing crossing presents the best option to protect the setting as the bridge already exists. It is also part of the historic setting and is separately protected by a category B-listing. The footpath down from the bridge to the canal could be upgraded as part of the development.



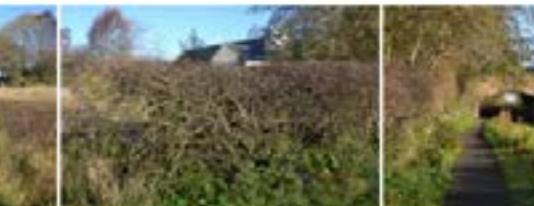
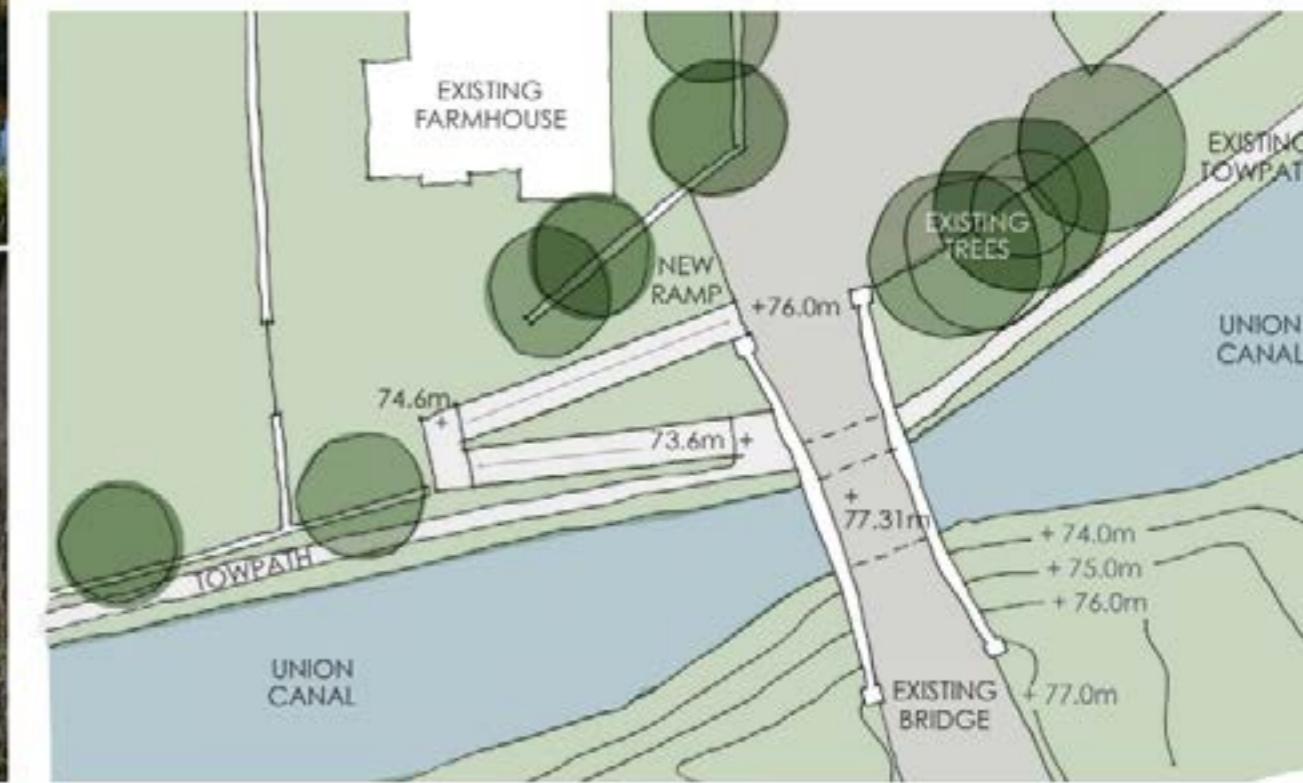
CANAL FOOTBRIDGE OPTION 3

OPTION 3 - EAST

Option 3 shows improved accessibility to the existing bridge rather than proposing a new crossing over the canal. This has the potential to be the least problematic option to cross the canal.

The canal is a Scheduled Ancient Monument (SAM) and its setting is protected by various legislation and planning guidance. This is implemented by Historic Environment Scotland (HES) and Scottish Canals. The existing crossing presents the best option to protect the setting as the bridge already exists. It is also part of the historic setting and is separately protected by a category B-listing. The footpath down from the bridge to the canal could be upgraded as part of the development.

Although this has the potential to be the best option to protect the setting, it is the least attractive in terms of location. All of the new and existing residents of the site would have to travel to the eastern part of the site to cross the canal. This has the potential to add 5 minutes to journey times.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.8 DESIGN RESPONSE : CROSSING OPTIONS

Option 4 shows improved pedestrian and cycle accessibility under the existing bridge rather than proposing a new crossing over the canal.

This would involve a change in the priority of the existing traffic lights under the bridge. Both sides of the bridge would be red for vehicles for an appropriate length of time. This would allow pedestrians and cyclists to pass under the bridge safely and without vehicles.



CANAL CROSSING OPTION 4



OPTION 4 EXISTING BRIDGE

Option 4 shows improved pedestrian and cycle accessibility under the existing bridge rather than proposing a new crossing over the canal.

This would involve a change in the priority of the existing traffic lights under the bridge. Both sides of the bridge would be red for vehicles for an appropriate length of time. This would allow pedestrians and cyclists to pass under the bridge safely and without vehicles.

This could be seen as a good compromise, both to improve safety for pedestrians and cyclists and avoid any new structures over the historic canal. It could also be incorporated in addition to one of the other options.

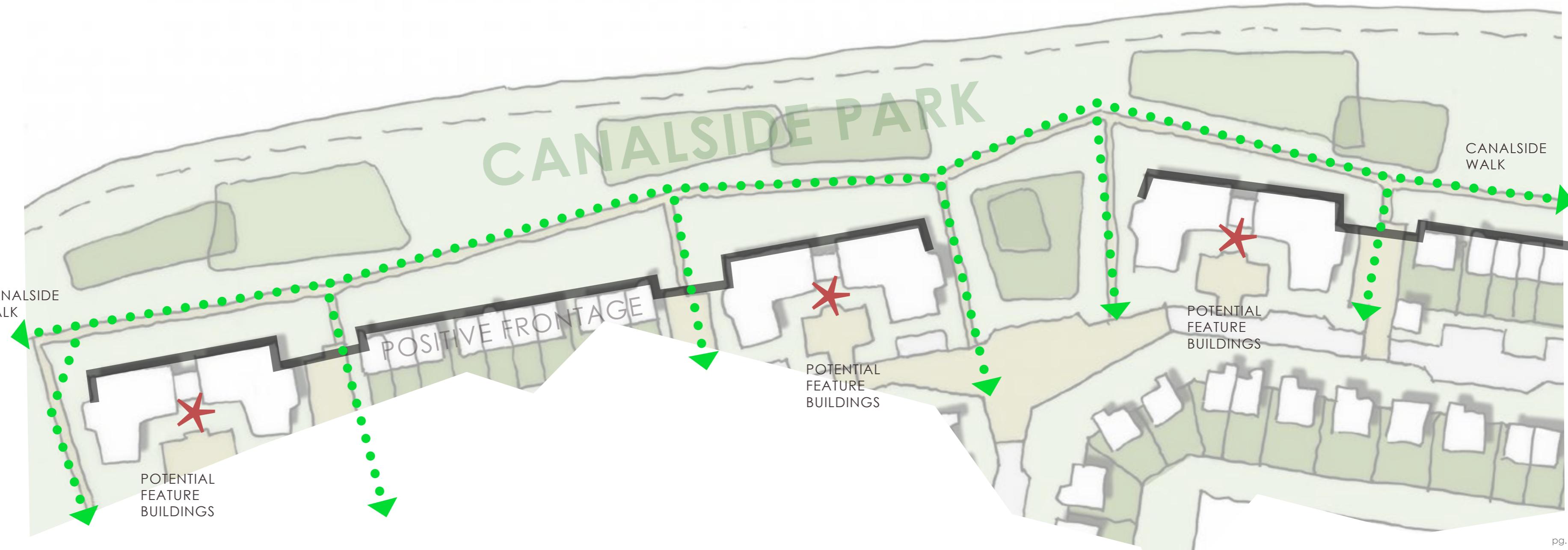


WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.9 DESIGN RESPONSE : KEY BUILDINGS

The design framework / indicative layout provides the flexibility for a range of building types and styles in key locations. This could include 2.5 or 3 storey buildings where appropriate. This could be in the form of flats or cottage flats where every dwelling has a door to the outside. Suitable locations for key buildings would be prominent positions in the site such as the Edinburgh Road, important corners, or along the canal. Higher buildings should also be located down the slope and away from the ridge which runs through the middle of the site.

Key buildings to the north could help create a positive backdrop and a safe and pleasant environment along the canal. These buildings could also take advantage of the views out to the north.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.10 DESIGN RESPONSE : ARCHITECTURE / MATERIALS

The architecture should be appropriate for a prominent location within the town and reflect some of the architecture and materials of the surrounding buildings in Linlithgow.

Materials such as render and stone are obvious around the town and would be appropriate for the proposed development. Roofs should be pitched and tiled / slate. Features such as dormers, chimneys and window surrounds could also be incorporated within key buildings.

Windows should have a vertical emphasis and take advantage of views out to the north and north west towards Linlithgow. There is an opportunity for more contemporary design and larger windows / balconies to the canalside to take advantage of the views.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.11 DESIGN RESPONSE : INDICATIVE LAYOUT

The indicative layout has been developed to reflect the contextual analysis and the existing natural and built constraints on the site.

It includes a canalside park and walkway on the southern side of the canal where none currently exist.

It creates a positive frontage to the canal with views out over the hills to the north and Linlithgow to the north west. SUDS features are located in the lowest parts of the site at the western end. One located next to the canal and another adjacent to the B9080 Edinburgh Road.

The layout proposes a landscape buffer between the new development and the existing houses along the Edinburgh Road. It also proposes a network of green spaces and footpaths which will link the new houses with the canal and park in the north.

5.12 DESIGN RESPONSE : BLUE GREEN DRAINAGE

The development has the potential to incorporate a number of blue green drainage features such as ponds, basins, rain gardens and bio-swales. This will all be subject to future applications for Approval of Matters Specified in Conditions



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.13 DESIGN RESPONSE : MIX

The development includes a wide range of housing types catering for all demographics. This includes 25% affordable homes in accordance with the requirements of the local authority.

All of the affordable homes will be managed by a Registered Social Landlord (RSL) or Housing Association. This could also include a mix of social and mid-market rent.

The layout submitted with the application is indicative but provides the following mix:

06 no.	1 bed flats
48 no.	2 bed flats
50 no	3 bed terraces
34 no.	3 bed semis
28 no.	3 bed detached
46 no.	4 bed detached
08 no.	5 bed detached
Total -	220 Dwellings

KEY:

	TERRACED HOUSING
	LINKED HOUSING
	SEMI DETACHED HOUSING
	DETACHED HOUSING
	1 / 2 BED FLATS

Theoretically the site could accommodate up to 230 units.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.14 DESIGN RESPONSE : MOORINGS

The design team has carried out extensive consultation with external stakeholders such as Scottish Canals. The discussions have focused on setting of the historic Union Canal, potential crossing points, possible upgrades and the potential for new moorings. There are already moorings located close to the site about 100m along the towpath towards Linlithgow.

Scottish Canals have suggested the potential for the implementation of a new mooring on the southern side of the canal. This would include provision for parking, refuse / laundry, mailboxes, cycle storage and a path from the new development to the canalside. All of this requires further investigation / discussion and would require to satisfy all the conditions of the ecological assessment.



CANAL BERTHS



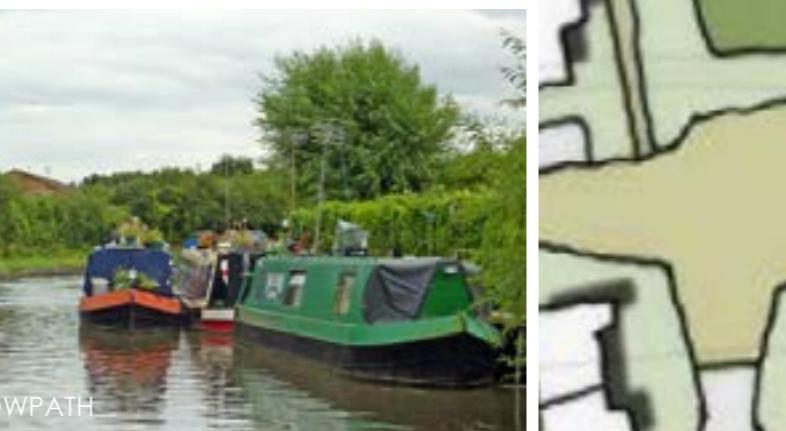
FLOATING BERTHS



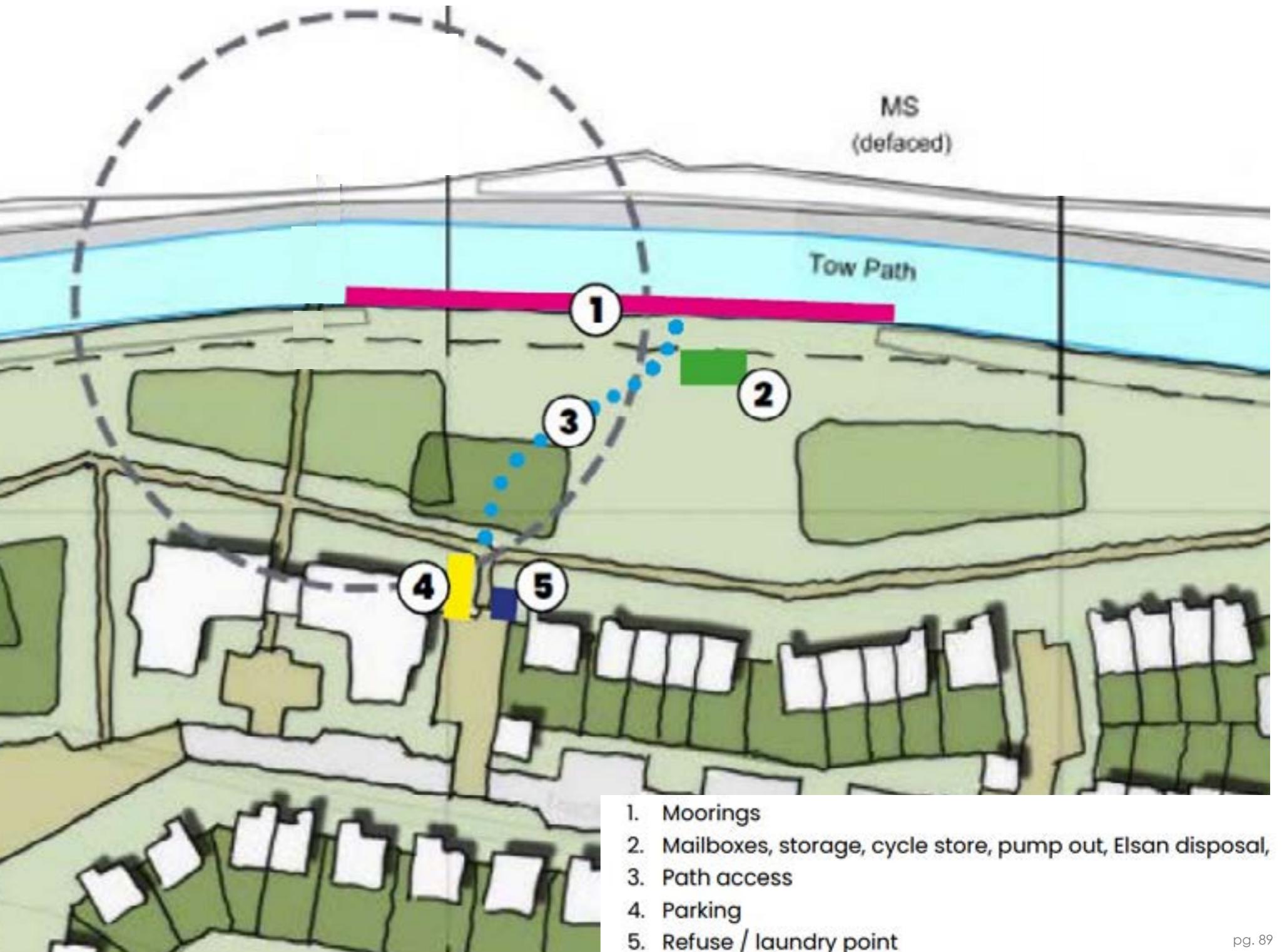
BERTHS AS PART OF TOWPATH



MARINA AT RALSTON



BERTHS OPPOSITE TOWPATH



1. Moorings
2. Mailboxes, storage, cycle store, pumpout, Es and disposal
3. Path access
4. Parking
5. Refuse / laundry point

WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.15 DESIGN RESPONSE : TECHNICAL REPORTS

The application is accompanied by a number of supplementary reports which support development of the site. These include:

Framework / indicative layout - Yeoman McAllister

Drainage Strategy - BSA Consulting Engineers

Ecological Survey - ESS Ecology

Flood Risk Assessment - Cundall

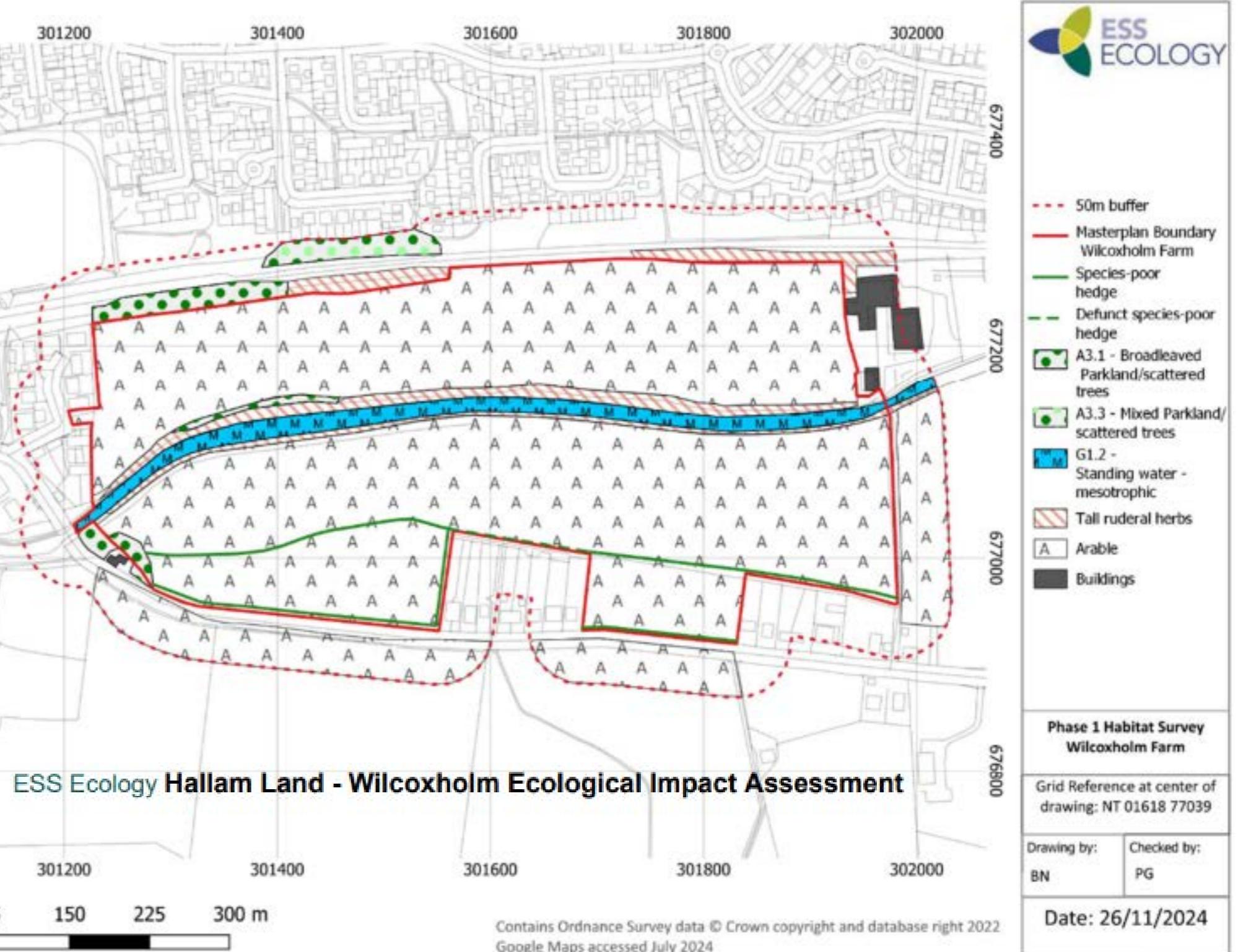
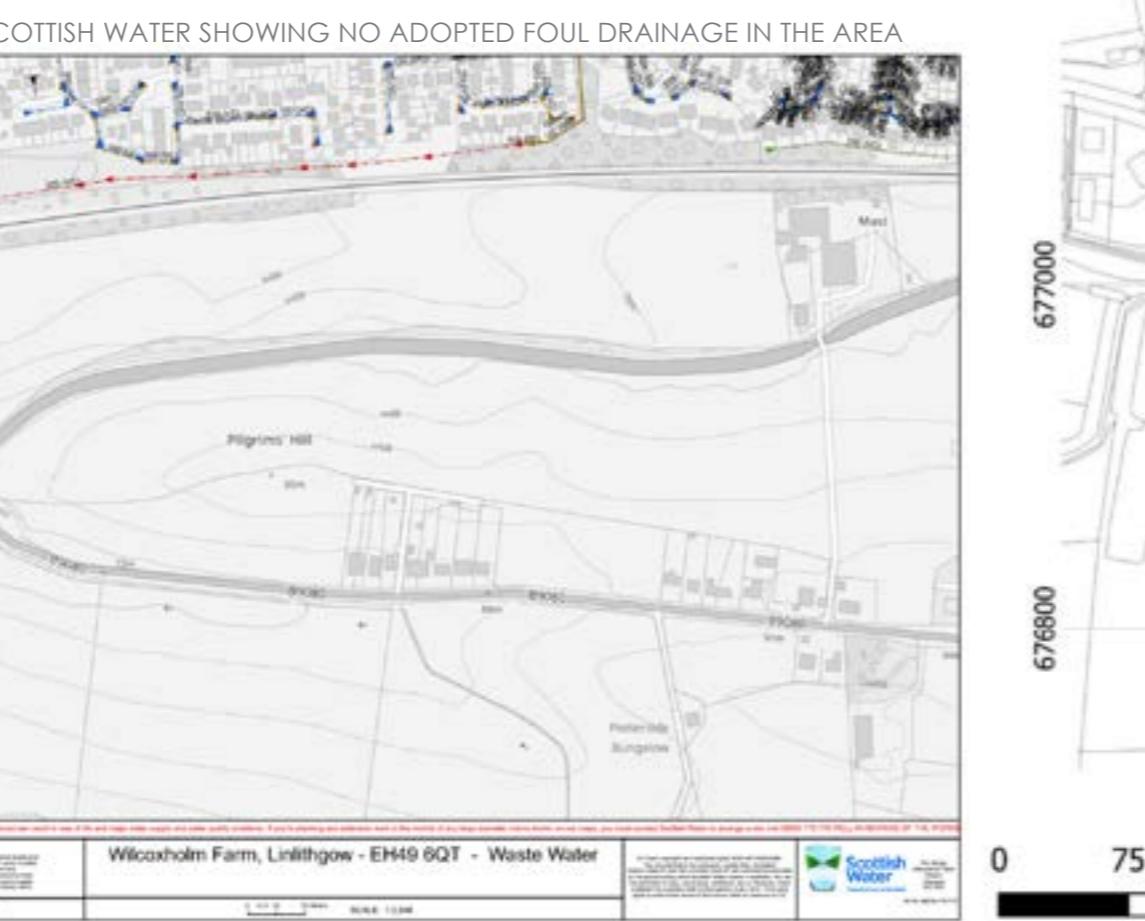
Planning Statement | ICENI

Transport Statement - ECS Transport

LVA - VIM | Landscape Design

Lay-out design - VLM Lay-out design - VLM Lay-out design - VLM Lay-out design - VLM

Mathematics 2019, 7, 1030



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

5.15 DESIGN RESPONSE : TECHNICAL REPORTS

LVA - VLM Landscape Design - Summary of the Landscape and Visual Appraisal

A Landscape and Visual Appraisal has been carried out by VLM Landscape Design Ltd and forms part of a suite of documents informing the Development Strategy for the proposed residential development on the land at Wilcoxholm, Linlithgow. The Landscape and Visual Appraisal (LVA) describes the full context to the Site and its extended setting and forms part of the baseline information against which the Indicative Layout has evolved. The existing site conditions have been carefully studied and analysed and by drawing on key features and characteristics of the wider setting the proposals respond positively to the context and the overall form has been developed to work with the urban fringe setting in a positive manner.

The LVA established that the Site has a close visual, physical and direct relationship with the urban fringes of Linlithgow and the Site represents an opportunity to maximise the potential of this transitional urban fringe landscape to accommodate change without any long term adverse or detrimental impacts upon the landscape character, quality, views or visual amenity. Ultimately, the LVA predicted that the Site has the capacity to absorb the level of development proposed and be seen to strengthen and reinforce the settlement boundary at this location by consolidating the edge to the built-up area and positively enhancing the urban / rural fringes and interface with the Union Canal corridor. Where impacts may be generated, the proposed strategy would effectively address them through a range of mitigation measures in the form of design principles. Proposed mitigation has therefore been fully incorporated into the sensitive site-planning of the Site and this approach would ensure development would be fully integrated and effectively assimilate into this transitional landscape and 'complete' the settlement pattern on the eastern fringes of Linlithgow.

The design seeks to establish the broad principles of the landscape framework, as prescribed in the Indicative Landscape Masterplan, and which has been designed as an integral component of the development strategy.



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

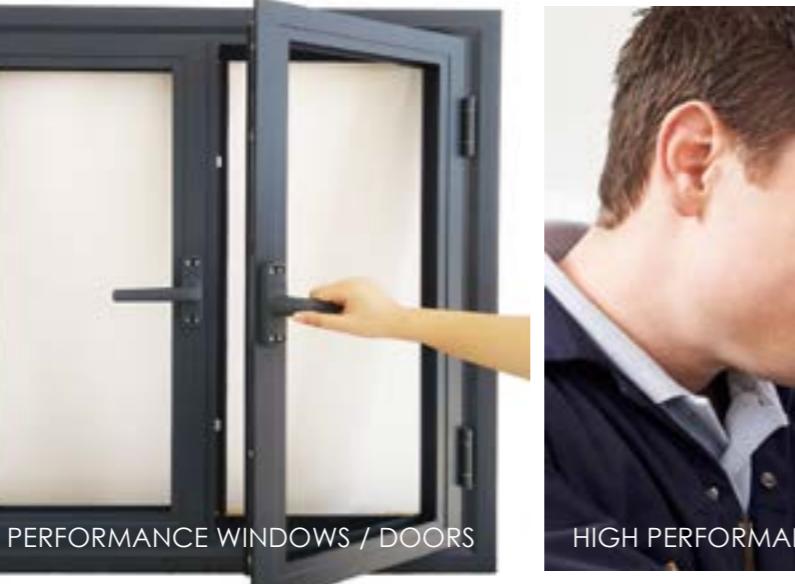
6.0 SUSTAINABILITY

The new development will be subject to the latest technical standards relating to sustainability strategy and carbon reduction. Some of the potential features are listed below:

- Incorporation of Solar / PV panels
- Incorporation of Ground Source Heat Pumps
- Incorporation of SUDs
- Improved insulation / building fabric performance
- High performance heating system
- High specification windows and doors
- Large windows to maximise daylight / sunlight
- Close to public transport network
- Close to local amenities



HIGH PERFORMANCE INSULATION



HIGH PERFORMANCE WINDOWS / DOORS



HIGH PERFORMANCE HEATING SYSTEM



WILCOXHOLM FARM RESIDENTIAL DEVELOPMENT

7.0 CONCLUSION / SUMMARY

The proposals will create around 220 new private and affordable homes in an area already suited to housing and on a site allocated for residential development within the LDP.

The site is close to local public transport networks, local amenities and the town centre. The site also has excellent active travel links along the Union Canal Towpath.

The site will provide for a range of needs and demographics including 1 bedroom flats and 4/5 bedroom family homes.

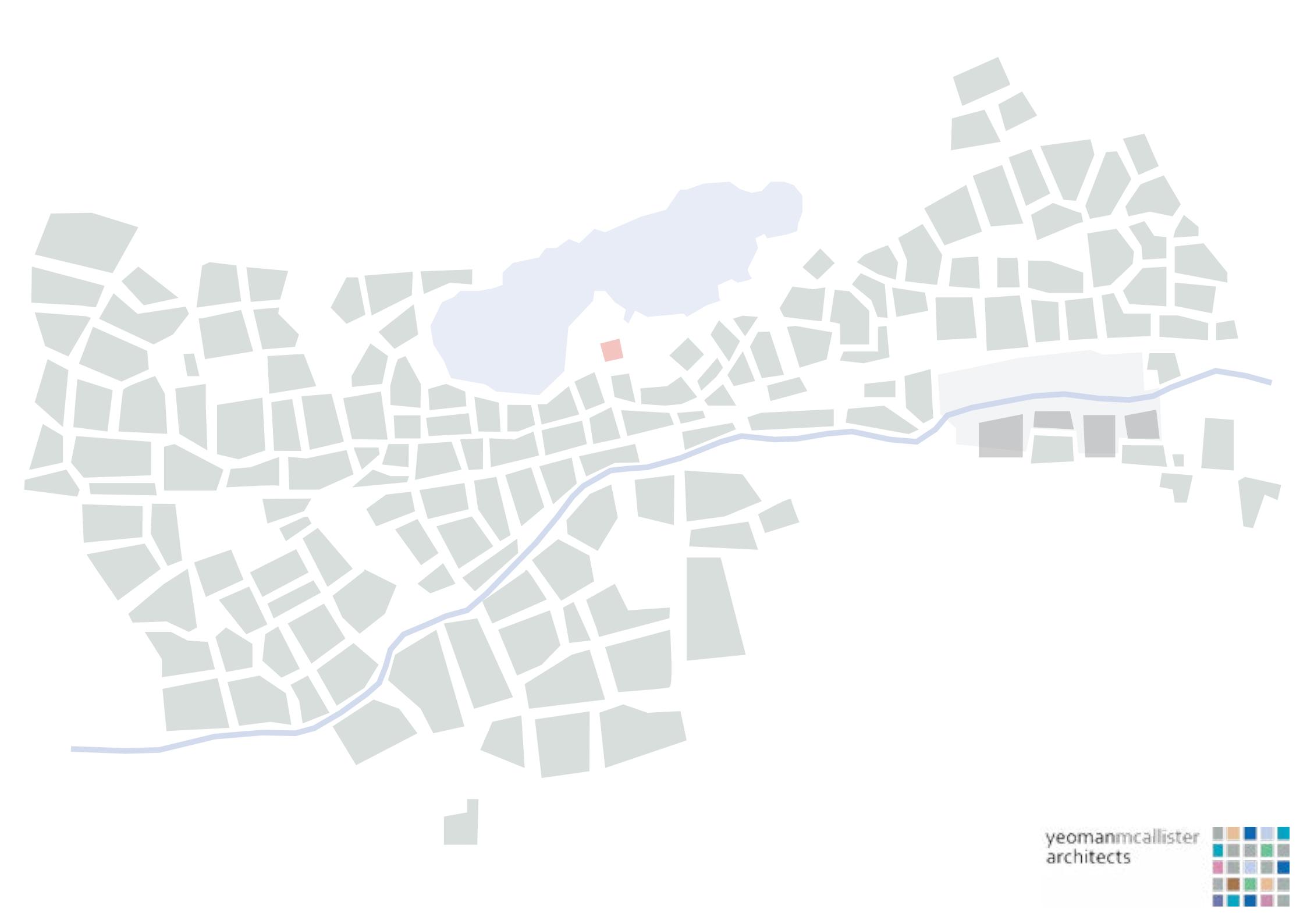
It has the potential to create a much more welcoming and attractive frontage to the historic canal. This will also help to improve safety and natural surveillance over this popular route.

The internal layout will reflect the surrounding local character and create a public realm which prioritises pedestrians and cyclists rather than vehicles.

The proposal directly responds to local community comments and recent local place plan.

It is respectfully asked that you support this application.





yeomanmcallister
architects

