A detailed historical map of the Newton and Woodend area in Cornwall, England. The map shows a network of roads, fields, and buildings. Key locations include Newton, Woodend, and various churches and societies. The map is overlaid with a semi-transparent background and large text.

NEWTON AND WOODEND LOCAL PLACE PLAN

2024 - 34

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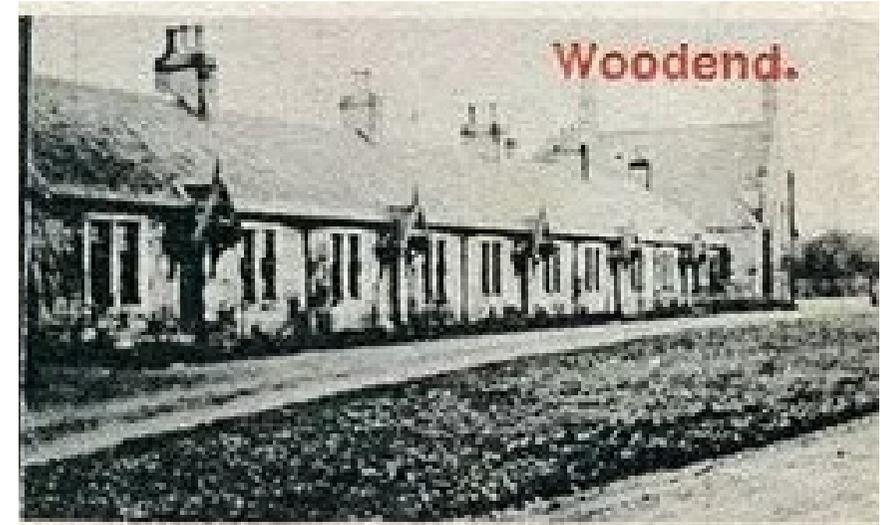
1.0 INTRODUCTION

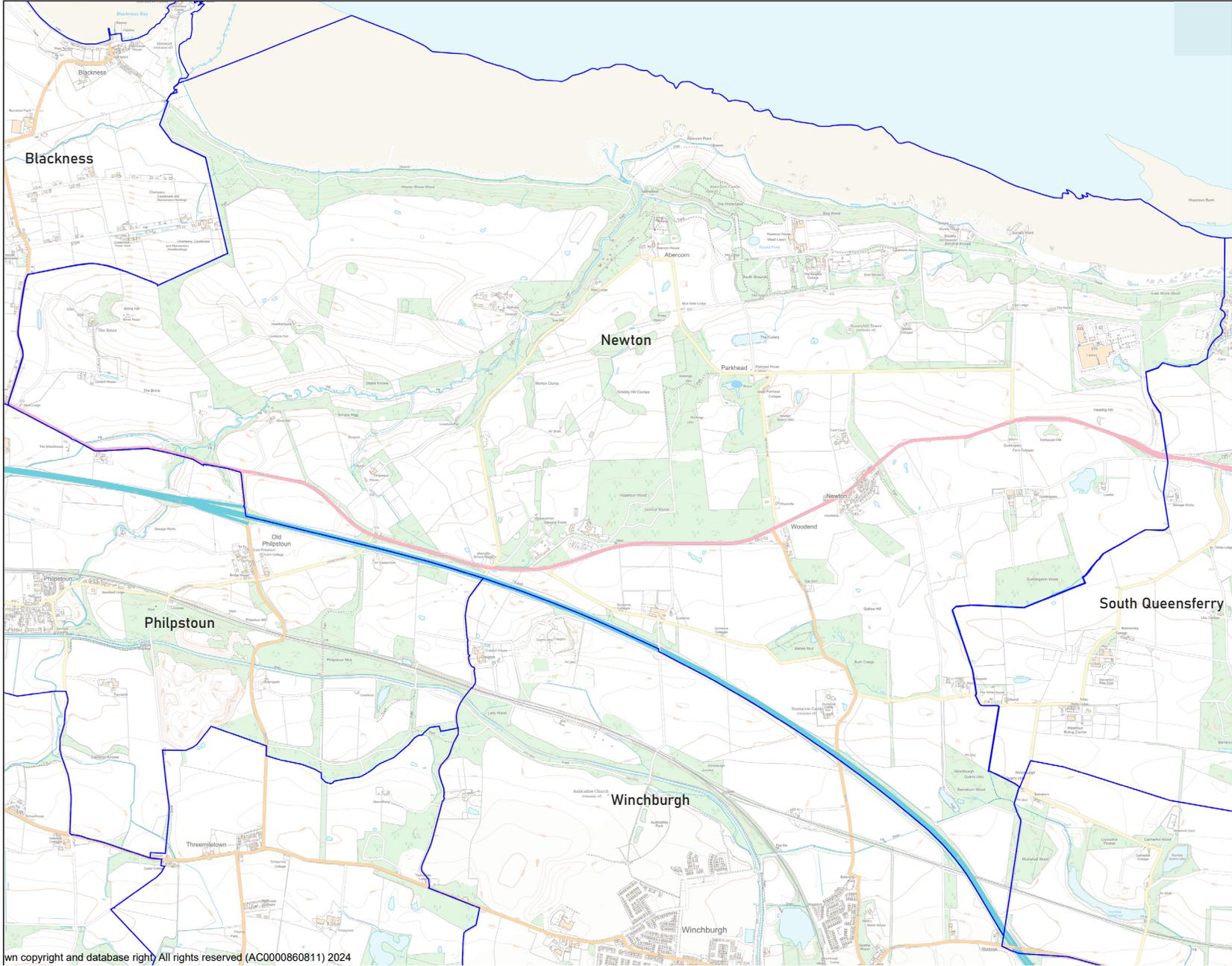
The information produced in this document is a combination of years of discussions and Newton community council see this Local Place Plan as a real opportunity to address current issues and put forward our suggestions to deliver a great place. This community has a historic background and requires urgent care and upgrading to ensure that any gaps and inequalities are reduced and removed.

Newton Community Council have engaged with the community through public engagement meetings. We have also reached out to neighbouring community councils for comments and support. We have consulted with local businesses and held meetings with land owners including Hopetoun Estate and discussed this proposal with WLC Planning officials. We have also referenced the WLC Local Development Plan, NPF4, other Local Place Plans and Locality Plans.

We are a small community with a unique situation and location. This Local Place Plan would enhance the lives of our community as well as benefiting the neighbouring areas.

We thank you for your consideration and support.





KEY
Community council boundaries

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2.0 BACKGROUND

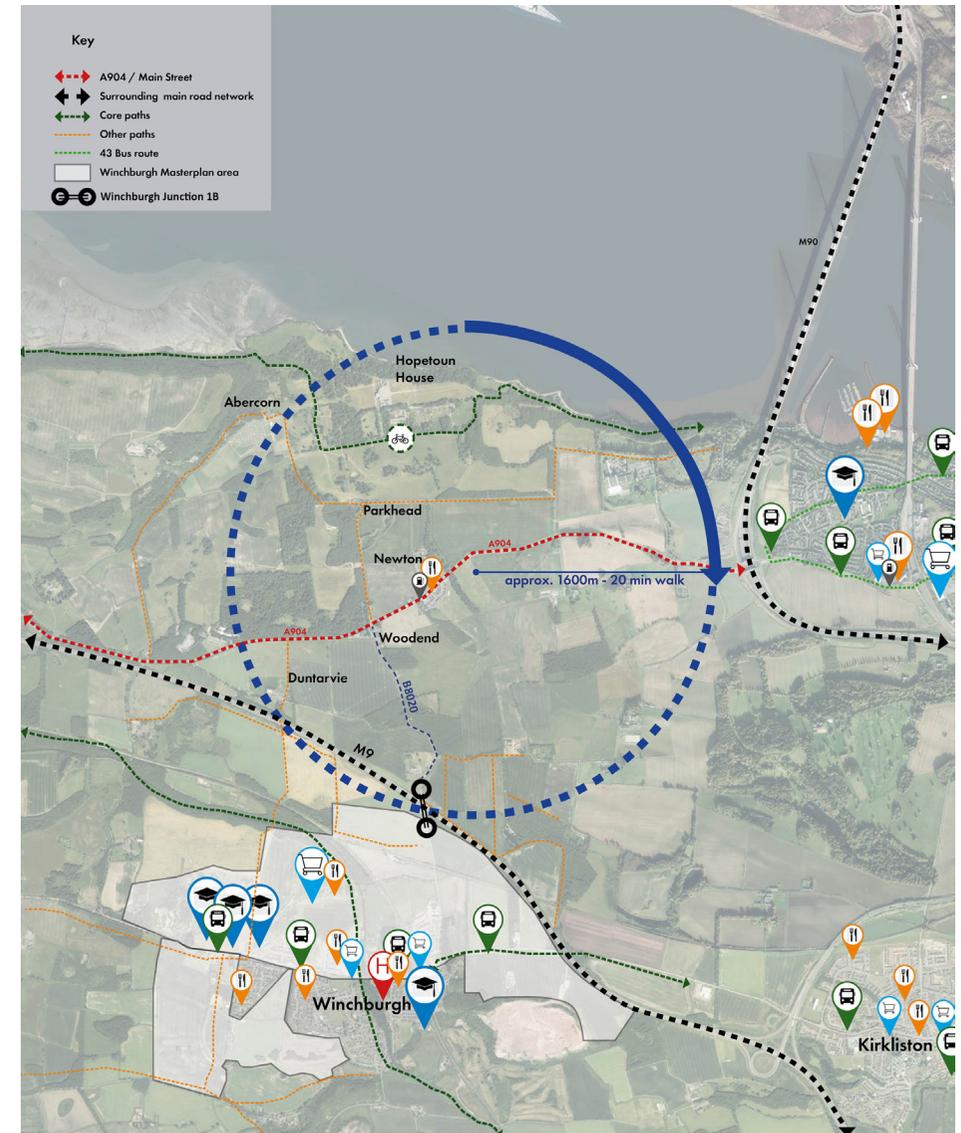
Newton and Woodend are small historic villages on the north eastern border of West Lothian, 2 miles west of South Queensferry and 2.5 miles north of Winchburgh. The community is a predominantly residential area with a number of farm holdings in the vicinity and consists of old workers cottages dating back to the 1800's as well as more modern housing from the mid 1900's. The community consists of a mix of young families and elderly residents.

There are currently no public transport routes serving the community. No footpaths beyond the village boundaries connecting to either Winchburgh or South Queensferry and no cycle routes to neighbouring communities. The rural location at the edge of West Lothian's council boundary has resulted in a disconnect from surrounding local amenities which the community depend upon including health care facilities and schools.

This historic community is being disrupted and seriously affected by modern living. The volume, speed and types of vehicles using the A904 running through the centre of the village are causing noise and air pollution whilst also creating an un safe and unpleasant environment for the residents.

The existing footpaths are extremely narrow and residents are in close proximity to large heavy good vehicles. The footpaths are not continuous in places and vehicles are prioritised over our community. The existing situation does not support our community or encourage walking within the village.

Residents of our community are unable to cross the road due to the lack of dropped kerbs and safe crossings at existing informal crossing points. The deteriorating conditions of the footpaths and the lack of measures to ensure our footpaths support those in our community with mobility issues and requirements for wheelchair users are a real issue.



community context diagram - 20 minute neighbourhood

Houses along the Main Street do not have access to sufficient parking and a number of residents are forced to park over footpaths causing extreme difficulties for pedestrians and wheelchair users.

The surrounding upgrades to infrastructure, namely The Queensferry Crossing and the M9 junction at Duntarvie, alongside the new large housing developments at Winchburgh have had a detrimental effect on our community. There has been a significant increase in traffic through the village with at least 14,000 vehicles passing through each day which is a 21% increase since the opening of the Queensferry Crossing. This number equates to 13 vehicles per minute and 2 HGV's per minute.

This document analyses the communities current situation and outlines achievable and modest proposals to improve the built environment and community wellbeing of all inhabitants, young and old.

The LPP has been produced to support the councils expected latest LDP. The proposals outline the local context and highlight opportunities for enhancement. The current LDP Policy 1 notes the following -

All development proposals will require to take account of and be integrated with the local context and built form. Development proposals should have no significant adverse impacts on the local community and where appropriate, should include measures to enhance the environment and be high quality in their design.

POLICY TRAN 1 and 2 are relevant and note enhancing the environment by active travel infrastructure, public transport facilities, traffic and parking management in its towns and villages with developer contributions supporting traffic and environmental management measures. Issues and opportunities are outlined in the LPP and the LDP should acknowledge how infrastructure upgrades to the Queensferry Crossing and Winchburgh expansion have impacted the A904 and the effect on our community.

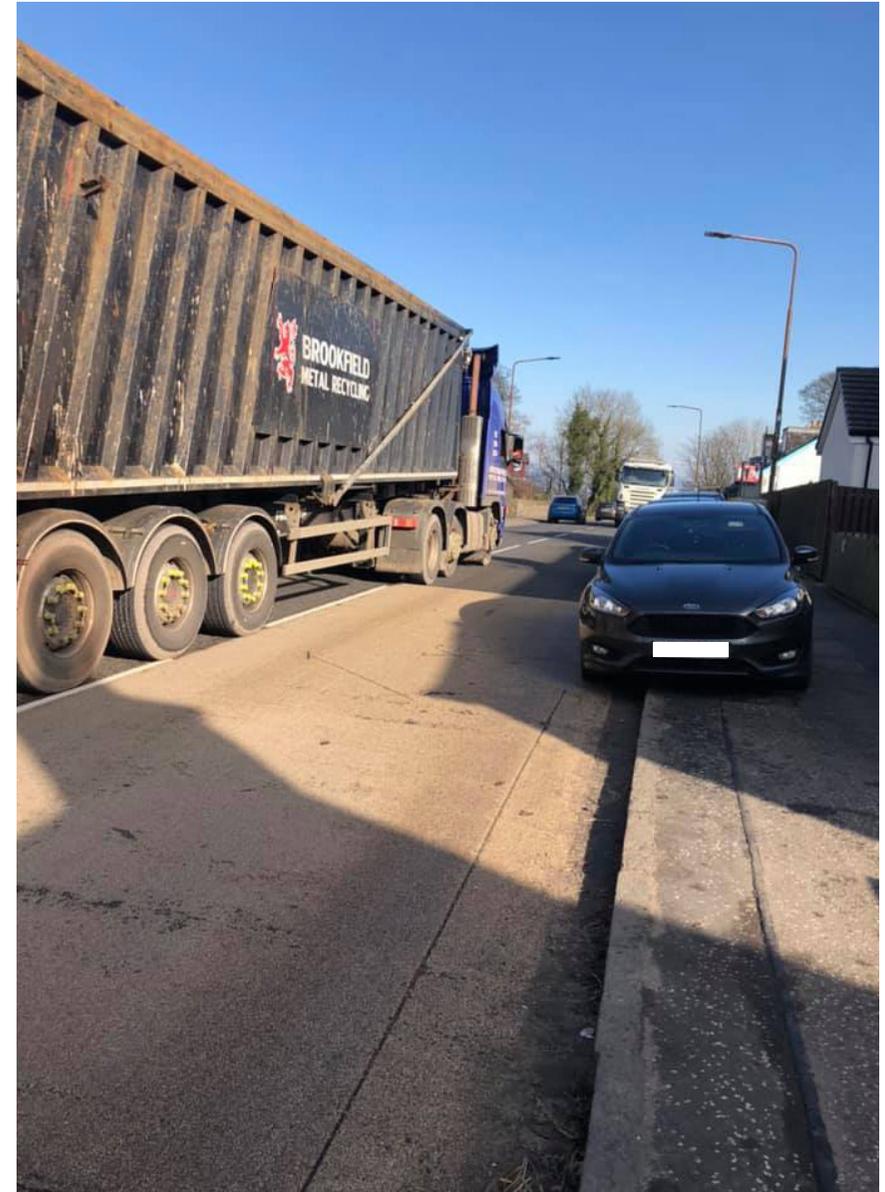


image taken on Main Street footpath - facing east



We are looking for your support and contributions of views and ideas to help shape the future of our community

Newton Community Council invite all local residents of all ages to comment on our draft Local Place Plan.

Local Place Plans are part of the Government's wider work on planning reform and implementation of the Planning (Scotland) Act 2019 (the 2019 Act), including steps 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. Local Place Plans can support community aspirations on the big challenges for a future Scotland, such as responding to the global climate emergency and tackling inequalities.

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.

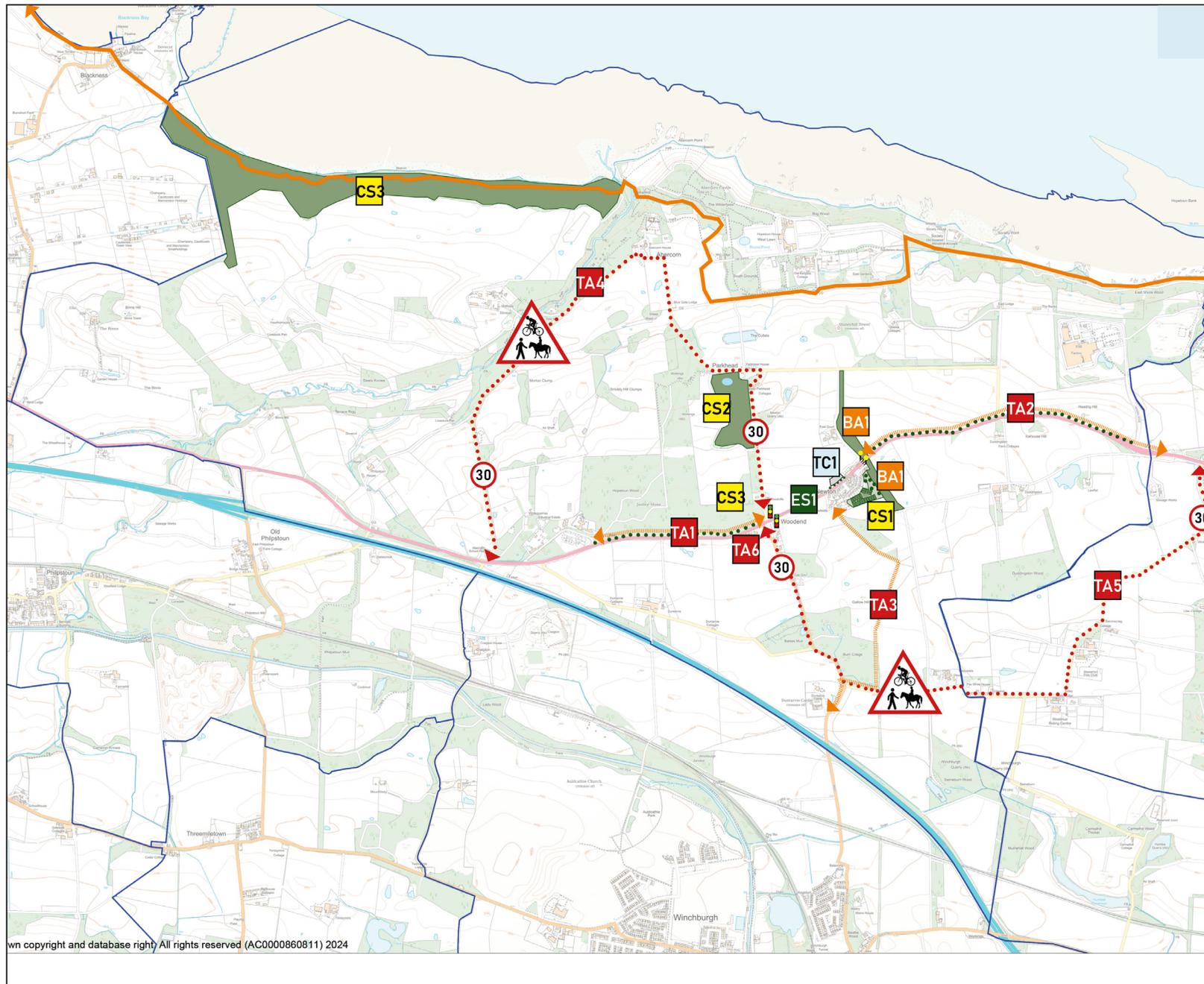
**Questionnaires will be available on the day and
will be shared through the community council's
facebook page**

**The opportunity to comment will be open until
23rd March 2024**

for more information email NewtonCommunityCouncil@outlook.com

flyer which was circulated ahead of the February 2024 public consultation on the Local Place Plan

5.0 PROPOSED LOCAL PLACE PLAN



- KEY**
- ACTIVE TRAVEL
 - LANDSCAPING
 - PEDESTRIAN CROSSINGS
 - ZEBRA CROSSING
 - QUIET ROAD
- PROPOSALS**
- ENVIRONMENTAL SUSTAINABILITY**
- ES1** Measures to cut down Main Street noise and air pollution
- BUILT / ARCHAEOLOGICAL HERITAGE AND TOURISM**
- BA1** Old Quarry Wood conservation
- TRANSPORT AND ACCESSIBILITY**
- TA1** Provision of cycle / pedestrian footpath link to local retail / employment area
 - TA2** Active Travel link as outlined in WLC Active Travel Consultant Support Note 2020
 - TA3** Active Travel link providing safe route to school and connections to local amenities in Winchburgh
 - TA4** Provision of quiet road from Abercorn loop road from A904
 - TA5** Provision of quiet road from Woodend road to Old Bulyeon Road
 - TA6** New junction / traffic management at Woodend
- COMMUNITY SPORTS AND OPEN SPACE**
- CS1** Community garden and allotments
 - CS2** Conservation of Parkhead woods and reinstating curling pond
 - CS3** Reinstating woodland floor and informal paths in West Shore Woods
- RETAIL AND TOWN CENTRE**
- TC1** Additional parking facilities for local businesses and residents on Main Street

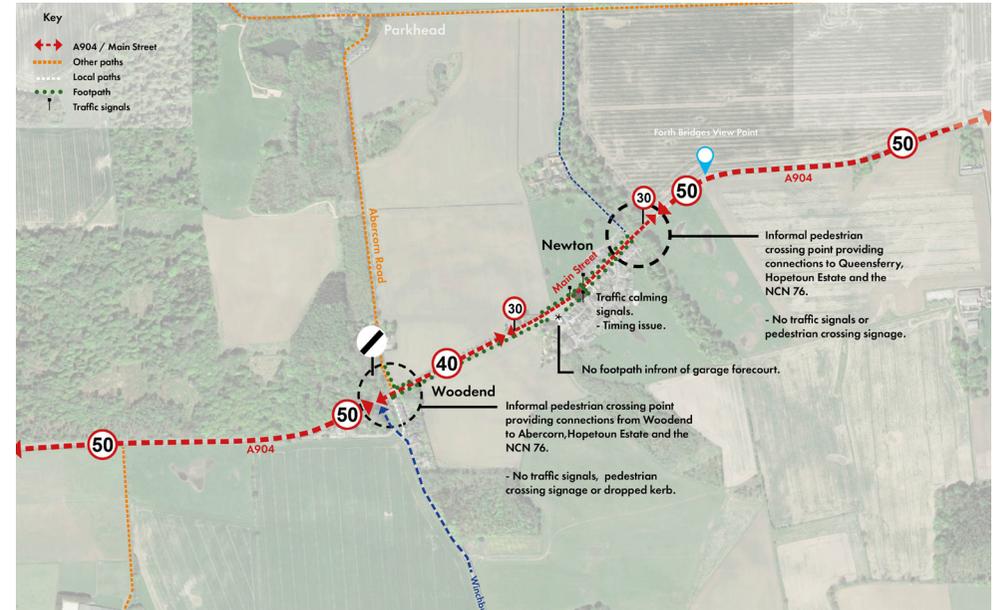
ENVIRONMENTAL SUSTAINABILITY

ES1 - Measures to cut down Main Street noise and air pollution

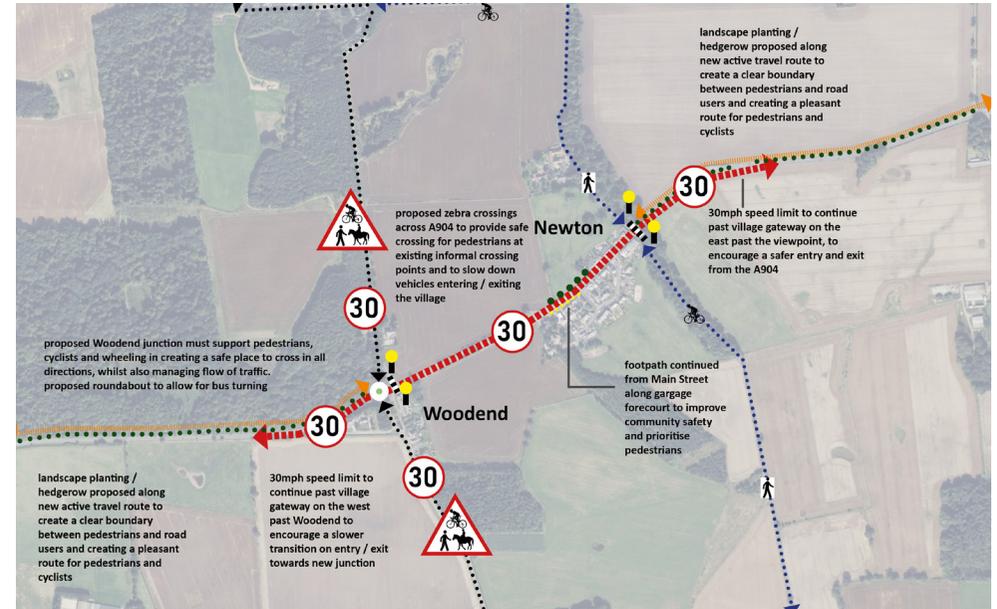
The A904 running through the village is a strategic route used by a high volume of cars and HGV's on a daily basis. The constant stream of traffic has been of great concern and a real issue for the community for a number of years. This historic route was once only used by horse and cart and houses are situated some 3m from the roadside along the Main Street. The village was not designed for the types of vehicles and volume of traffic is experiencing and it is vital that changes are made to ensure a safe and pleasant environment for our community.

The noise which is generated from the A904 requires immediate attention and mitigation measures as the levels experienced and recorded are above the WHO guidance. This is negatively impacting the residents health and well-being. The community council have presented evidence of this to West Lothian Council and data was also collected as the council trialled a traffic calming measure in 2022.

We believe that a few minor changes to the stretch of the A904 running through our community are essential in supporting a healthy environment for the existing neighbourhood.

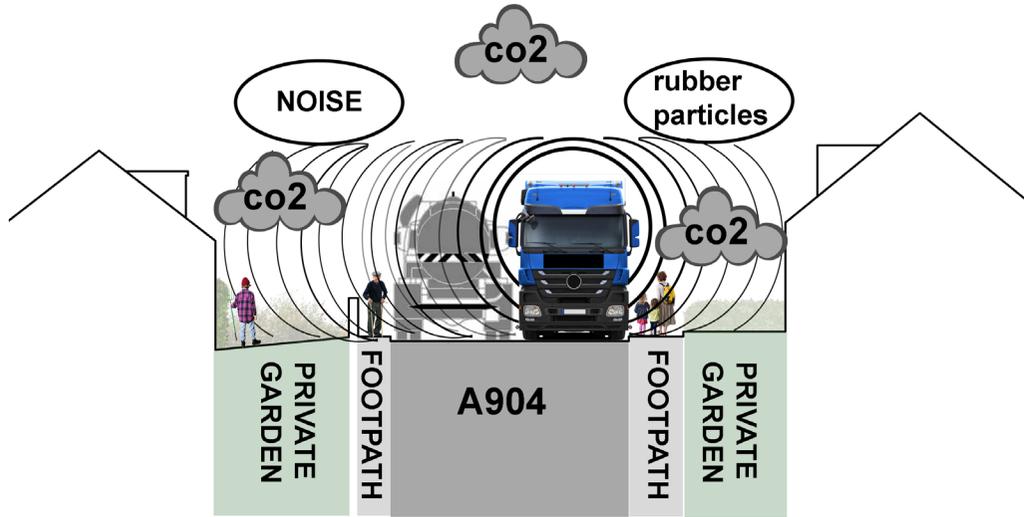


existing road / footpath network along the A904 / Main Street

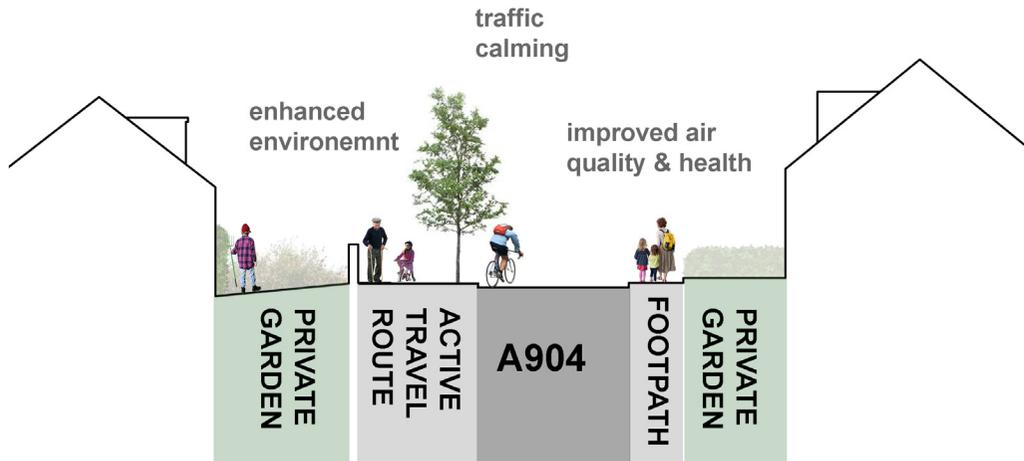


proposed road / footpath network along the A904 / Main Street

ENVIRONMENTAL SUSTAINABILITY ES1 - CONTINUED



existing section through the A904



proposed section through the A904

We believe that reductions in speed, introductions of traffic calming measures through pedestrian crossings and creating a sense of place with street planting and active travel routes would help to reduce the detrimental impact this road has on our community.

Extending the speed limit past the village boundaries would help to reduce speed through the village. The existing view point to the east of the village is difficult to enter and exit for vehicles as it has a sharp bend and causes vehicles to slow down considerably on the current 50mph road. By extending the 30mph speed limit, this would increase the safety of vehicles entering and exiting from the view point as well as encouraging vehicles to stay at this safe speed as they pass through the village.

The narrow footpaths on either side of the Main Street are not suitable or a safe distance from the traffic. Residents struggle to cross the road safely due to the volume and constant flow of traffic. 2 HGV's travelling through each minute of the day produce a huge amount of noise and emissions. The types of vehicles contribute to the air pollution and it is essential that measures are put in place to improve the environment. The introduction of tree planting and landscaping along the A904 would be a low impact solution to this issue while also contributing to a sense of place and enhance our rural community. Additional signage along the road would also help ensure that road users are aware of safe crossing points, encouraging them to slow down and creating a safer environment for our community.

BUILT / ARCHAEOLOGICAL HERITAGE AND TOURISM

BA1 - Old Quarry Wood Conservation

Today the area is used by local walkers (with and without dogs), local children as a destination for natural play and exploration (supervised and unsupervised), mountain bikers, birdwatchers, and even diligent residents attempting to clear the area of litter, fly-tipped material, and even wind-borne trampolines. The site is also occasionally used by local shooting parties, which sits in conflict with the previously listed user groups, particularly children.

One of the many benefits of this initiative would be the bringing together of local people who all retain knowledge about this place. Through an ongoing knowledge exchange, important information about this place can be kept alive, and consolidated within and throughout the site using interpretation points which will help create a sense of place which is currently diminished.

The woods also offer a unique location from which to look out across the Special Landscape Area between Newton and the bridges to the east, and to the mountains beyond the Ochil Hills to the west. Opening up these views, with the addition of selected seating opportunities, would greatly embellish the setting and provide awe-inspiring rest points for walkers and other users of the space.

The area is given further character by the number of veteran trees on site. Veteran trees bear the scars of a long life and offer great cultural and biological value. Mining activities within the area which created undulating spoil heaps, ridges and embankments have been reclaimed by woodland, echoing a similar sense of character to famously reclaimed sites, such as the mechanised battlefields of the First World War. Eerily, these woods also offer up occasional historical remnants, such as old boots and tools from the days when the site was mined.

With the creation of a constituted group, initiatives could be planned with the aim of raising and applying for funding to meet agreed outcomes for the wood, which might include anything from, the creation of a management plan, to the installation of wayfinding markers and whip planting.



view towards north section of the Old Quarry Woods



diagram of the Old Quarry Woods

TRANSPORT AND ACCESSIBILITY

TA1 - Provision of cycle / footpath link to local retail / employment area

Newton and Woodend have no footpaths out of the village boundaries, no safe cycle routes and no access to public transport. The only way in and out of the community is by car.

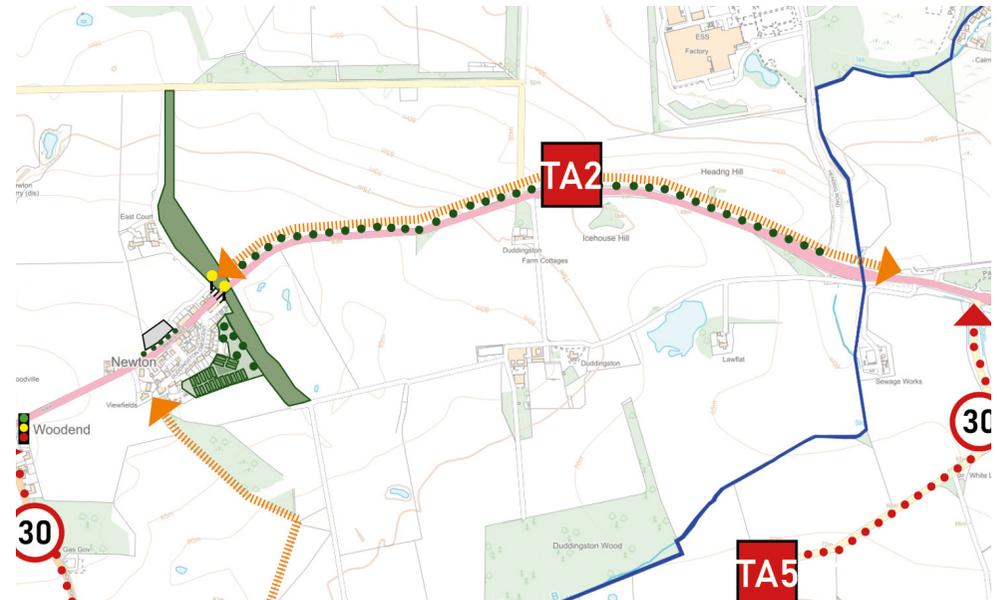
Local businesses including the farm shop and garden centre are approximately 0.6 miles to the west of Woodend. Many residents work and visit this area frequently. There is an opportunity for a footpath / cycle link to be installed to the north side of the A904, to encourage active travel and reduce the use of vehicles in and out of the village.

TA2 - Active Travel link as outlined in WLC Active Travel Consultant Support Note 2020

Local Transport Projects Ltd were commissioned by West Lothian Council to develop outline design and scheme costs for an improved active travel route on the A904 to the B8020. The document presents technical details and costing for the proposal. The implementation of this connection to the east of our community would provide an alternative and safe route for cyclists / wheeling and pedestrians, whilst providing further connections to bus links from South Queensferry.



TA1 proposed route of the active travel path to the west of Woodend



TA1 proposed route of the active travel path to the west of Woodend

TA4 - Abercorn - Woodend - Quiet Road TA5 - Woodend to Builyeon Road - Quiet Road

Quiet roads - otherwise known as cycle, pedestrian and horse rider friendly roads - are in place in various parts of Scotland. They are designated rural roads where traffic volumes and vehicle speeds are already low, and are aimed at encouraging people to travel by foot, by bike and on horseback.

The main features of designated quiet roads are:

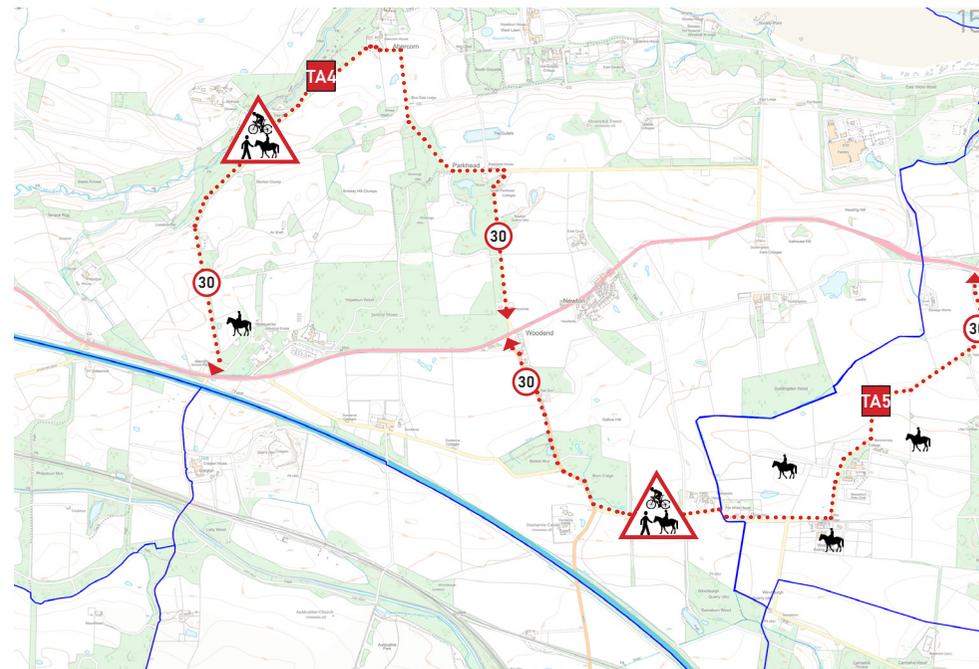
- Reduced speed limits, to either 40mph or 30mph
- Gateway signage to remind vehicle drivers of the likely presence of non-motorised users on the road

The main role of quiet roads is to form part of an active travel network - that is, a network of routes to encourage people to walk and cycle for everyday journeys. These routes can also support local economic development by attracting visitors, and generally support access to the outdoors for everyone.

The implementation of a 'Quiet road' is appropriate for the highlighted existing country roads. The roads are currently used as local paths for residents connecting Abercorn to Newton and further afield to open space at Midhope Castle, Dundas Castle and Hopetoun Fishery. Neither of the roads have footpaths and it can feel unsafe when vehicles pass close by at speed. It is vital that pedestrians, equestrians and cyclists are given priority on these roads as well as reductions to current speed limits.

This necessary change would also positively impact our equestrian community. There are a number of equestrian facilities which are accessed from these country roads and signage is essential to notify road users of the likelihood of horses on the roads. This change could be easily implemented by the erection of signage at the gateways to the roads and at junctions en route.

This minor change would have great benefits to the community and is an appropriate change to mitigate dangerous driving on our country roads, ensuring the safety of pedestrians and road users.



TA6 - New junction / traffic management at Woodend / A904 - B8020 junction

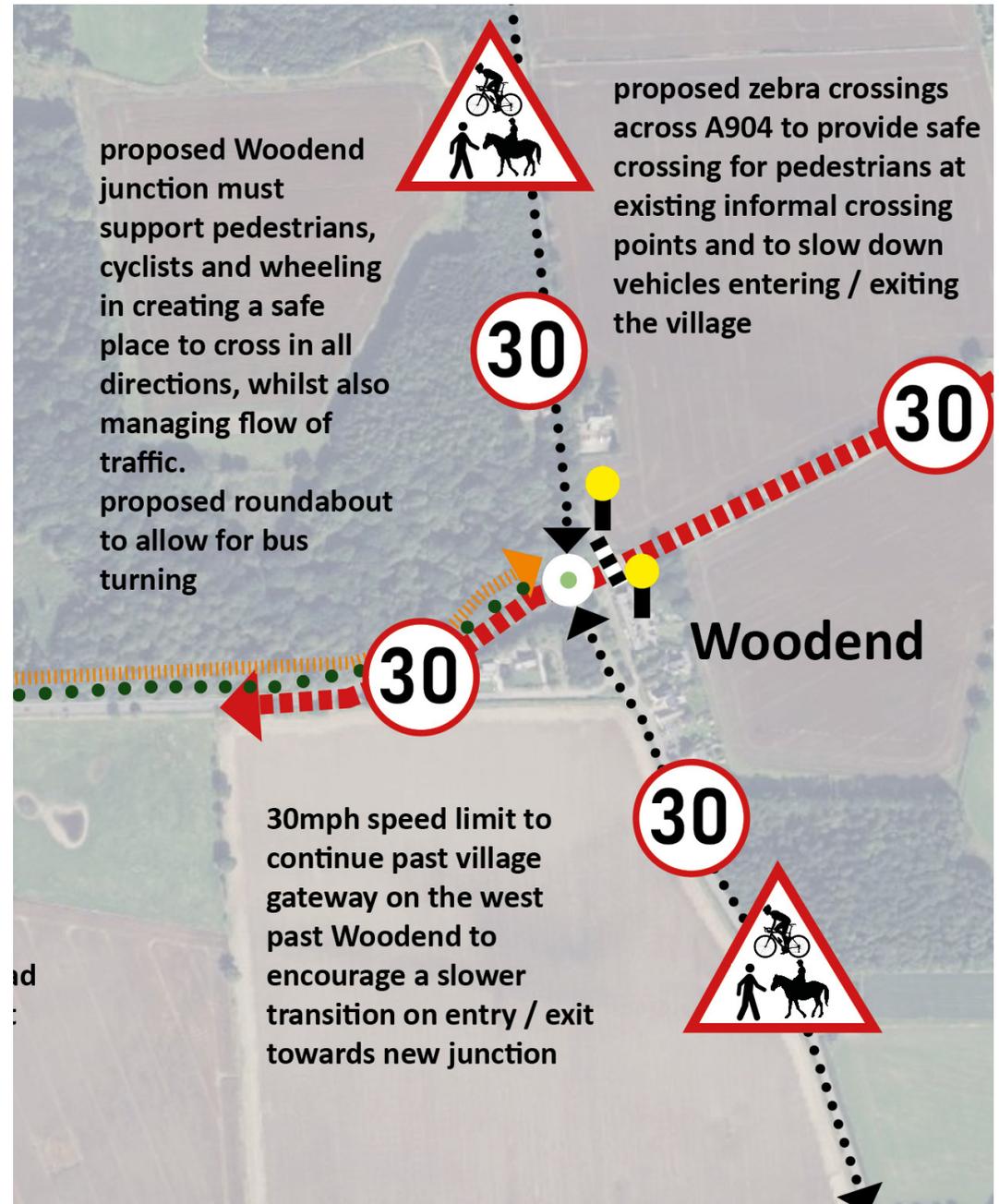
The planning permission in relation to the Winchburgh Masterplan (LIVE/1012/P/05) includes a condition for traffic lights at the Woodend Junction.

38. No more than 1100 residential units, or such other higher number as agreed, in writing, with the planning authority, shall be occupied within the application site until such time as operational traffic signals have been installed at the junction of the A904 with the B8020 Beatlie Road at Woodend, Newton, West Lothian, or written agreement has been obtained from the planning authority that these traffic signals are no longer required.

Reason To ensure there is adequate capacity at this junction to accommodate movements from the settlement expansion at Winchburgh.

Discussions with local councillors have confirmed that approx 1000 units have been occupied and this proposal should be implemented in the near future. Given other surrounding upgrades to infrastructure and increasing numbers of vehicles on this road and the A904, we would ask West Lothian Council Planning and Roads to confirm whether this is the correct traffic management approach and would ask them to consider the implementation of a roundabout.

A roundabout would allow for a more continuous flow of traffic whilst also providing a turning space for a bus, to future proof an option for our community and give access to sustainable transport links.



COMMUNITY SPORTS AND OPEN SPACE

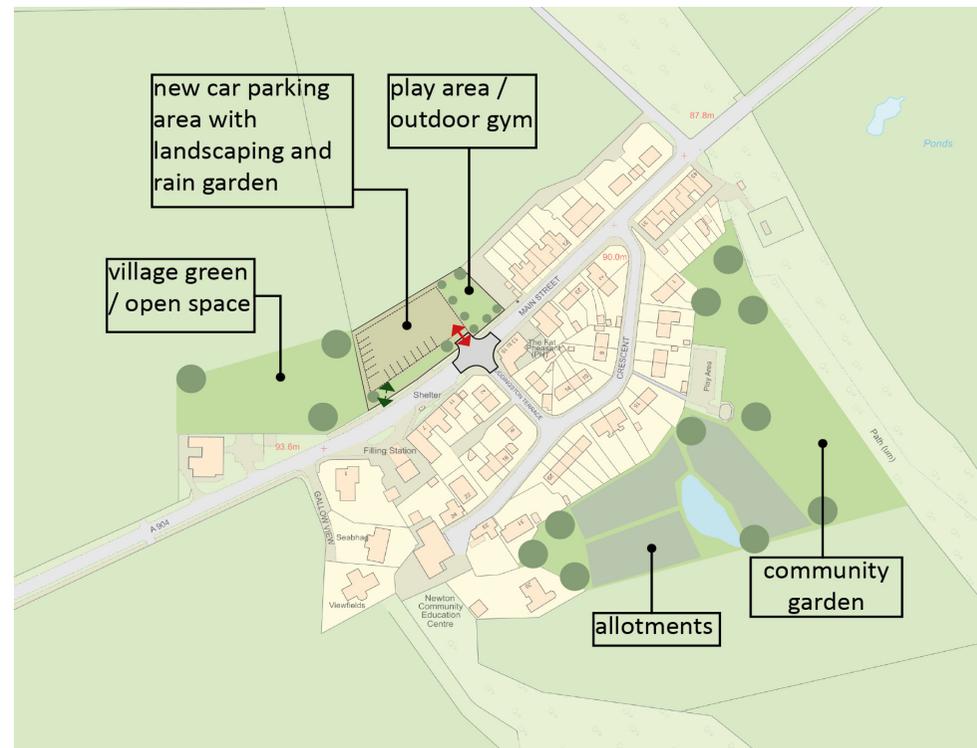
CS1 Community garden and allotments

Growing your own food and organic growing are seeing a resurgence in popularity, with Climate Change emergencies being declared by many local authorities, including West Lothian Council. With growing awareness about where our food comes from and a rising interest in vegetarianism, there is an increasing movement towards more locally sourced food and growing your own fresh produce. People are also experimenting with new ways of growing food in quantity, and are (re)discovering a wider variety of edible plants. There is also a need to address the health of the general population, health inequalities and food poverty.

Sharing food brings people together. Growing projects are community hubs – bringing people from all walks of life and cultures together. Benefits can be felt throughout the community with the sharing of produce, open days, activity days and sharing learning, etc. It's also an opportunity for older people to share their knowledge with younger people – bringing together generations. In this way food growing projects can help to reduce social isolation.

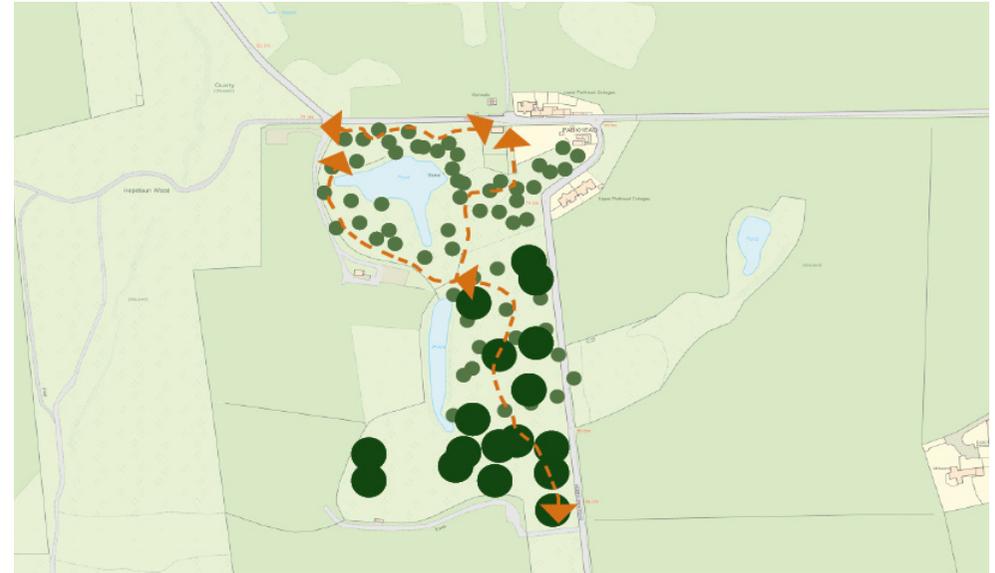
By widely promoting the multiple benefits of food growing and ensuring that food-growing opportunities are available to all, we can help to reduce health inequalities and relieve food poverty. Growing organic produce within communities can bring quality fresh fruit and vegetables to all, without the obstacle of cost.

The proposal seeks to borrow land currently under Hopetoun ownership for a community garden and allotment area. There should be a variety of plot sizes and fruit trees along the Heritage woodland. This field is periodically used for sheep grazing and we have suggested borrowing half of the field so this can still take place. The location to the south of Duddingston Crescent would give a positive outlook for the allotment with access from the existing path to the play area and kick pitch.



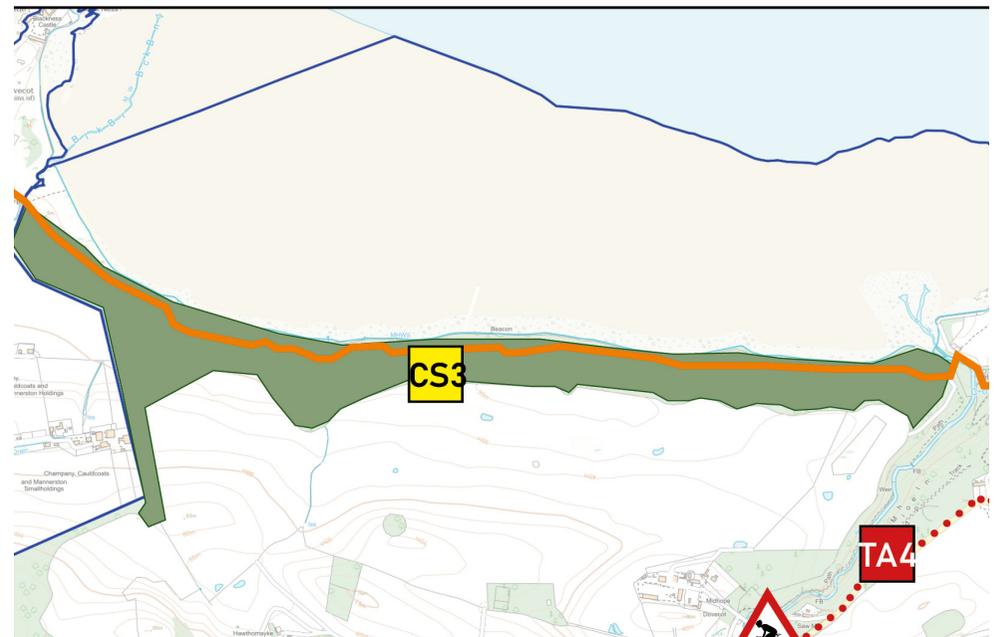
CS2 Conservation of Parkhead woods and reinstating curling pond

Discussions with Hopetoun Estates following recent necessary felling works have highlighted an opportunity to enhance the woodland around the existing ponds at Parkhead. There is an extensive amount of re planting of trees in the area and there is an opportunity to provide more planting on the forest floor and designed planting area. This area is predominantly used by the users of the woodland nursery and a sensory garden along the route would enhance this space not only for the children but for local residents.



CS3 Reinstating woodland floor in Hopetoun Woods

The recent necessary felling works in West Shore have completely changed the character of this area. The majority of the informal footpaths from the NCN 74 route to the shore line have been lost and it is important that these are reinstated and an opportunity for re planting woodland wide flowers and shrubs.



RETAIL AND TOWN CENTRE

TC1 - Additional parking facilities for residents and local businesses

There is a small number of businesses on the Main Street and very little parking. The parking bays provided are also unsuitable for larger vehicles. The proposal would not only benefit local businesses, namely The Fat Pheasant, the garage and the local shop but would also provide residents with additional space to park, removing the need to park over pavements.

Joined with some landscaping and open space, this area could become a pleasant village centre, providing the community with access to an outdoor gym and also a village green for community events and socialising.





Hopton Bay

Abercorn

Hopton House

The Society

River

C

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R

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Hopton Wood

266

North Chapel

Newton

South Newton

Hopton Hill

Hopton Wood

Hopton

WOODLAND

Woodland

St. Peter's Church