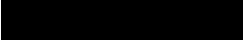


15, January, 2021

Mr.   
Lead Officer Forward Planning,  
Scottish Border Council,  
Newtown St. Boswells,  
TD6 0SA

Dear Mr. 

re: **RY1B HOUSING DEANFIELD COURT - TOWN YETHOLM**  
**SCOTTISH BORDERS PROPOSED DEVELOPMENT PLAN (LDP2)**

I refer to the proposed housing development on a vacant field site adjacent to Back Lane, and wish to reiterate my concerns, previously outlined, should the new access not be available. (See my 'Comments Form' dated the 17<sup>th</sup> July 2005; receipt acknowledged 27<sup>th</sup> July 2005, your ref. 930/2/SBLP/CD).

### **CONCERNS**

Is there an actual **Yetholm** need for an additional 14 houses (seven units?) or is this purely to meet a Government demand to allocate such a site?

Back Lane is a narrow, unlit, single track service lane which runs parallel to and behind houses in Bowmont Terrace, adjacent to the Main Street, as you enter the village. It falls within the Conservation boundary (as shown on your 2020 settlement plan) and is delineated at this point by a stone boundary wall, also within the Conservation Area. It was inadvertently (?) demolished about three years ago and is still waiting to be restored.

Access to RY1B is problematic, and now appears to rely on the proposed construction of an adjacent Business & Industrial Park (for which no demand appears to have been confirmed) to facilitate access.

Should such an alternative entry to RY1B not be available, access would, once again, rely on the use of Back Lane which, as previously expressed, and tacitly acknowledged, is not a suitable access.

### **OBJECTIONS**

- i. **Back Lane is a single track lane 3m – 6m wide, wall to wall, from Francis Gibson Motors to its junction with the Yetholm/Kelso road (B6352). It is not similar in width to the Main Street as suggested on your site plan.**

- ii It is not capable of supporting two-way traffic and joins the Yetholm/Kelso road on a bend with limited visibility in either direction.**
- iii Additional traffic using the lane as access would infringe on the safety, privacy and accessibility to existing properties and a loss of amenity due to increased noise and light pollution.**
- iv Introduction of a one-way system would adversely impact upon existing residents wishing to access their barns/garages which open into the lane.**
- v This lane also facilitates the delivery of coal, oil and gas by bulk delivery vehicles for properties in the lane and Bowmont Terrace. With accompanying risks and delays.**

Acknowledgement of this letter will be appreciated please, and confirmation that it will be placed on the appropriate file for considering in the planning process.

Yours sincerely,

Thomas F. Broad

15<sup>th</sup> January, 2021



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Newtown St. Boswells,  
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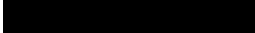
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*Extract from O.S. map.*



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