

From: [REDACTED]
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To:
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CAUTION: External Email

I'm writing with reference to the information provided in LPD2 in relation to proposed areas designated for future housing development at Darnick and would like to make the following two points.

1. GSDARN001

The plan mentions possible housing to the west of Darnlee but there is no indication on the map of the proposed location. The only area of land free of housing appears to be the woodland/orchard area (Shunters Wud) opposite the designated Green Space (GSDARN001) on the other side of Broomilees road. The Council's own policy in the LPD (EP11: Protection of Green Space) emphasises that they (i.e. green spaces not formally designated as such) "will be protected from development where this can be justified".

I suggest that this area should be protected as it is certainly regarded by villagers as a much valued woodland green space and is maintained by a number of dedicated villagers. Darnick is bordered by busy roads and there are few local green spaces where people can take a short walk safely, particularly those who are elderly or have mobility problems.

The OS Explorer map 338 shows this as an area with paths for walking and, in conjunction with the path going through the already-designated Green Space, I know it is used as a through route by walking group leaders who are keen to keep their groups safe by avoiding the very narrow pavements on the main road going through Darnick.

2. ADARN005

If a housing development is built here in future, I suggest that this would be an opportunity to examine traffic management generally through Darnick as well as access to the development. Presumably there may be 20 residents' cars/vans moving in and out of the development daily plus home delivery vehicles.

At present, joining the B6394 from both Broomilees Road and Heiton Park are tricky manoeuvres for drivers. In the case of the Broomilees exit because sight lines are very limited due to parked cars and in the case of Heiton Park because drivers have to move out into the path of oncoming vehicles approaching from both left and right as cars are parked directly opposite the exit. For residents of some properties there is nowhere else to park their cars other than on this road.

Through traffic has been increasing in Darnick over the last few years, possibly due to a combination of hospital, railway station and delivery vehicles using it as a short cut. Darnick's main street has become a bottleneck for lorries and other large vehicles and unsafe for pedestrians and cyclists. Some limits to the size of vehicles

using this route (exempting buses and farm vehicles from any new regulation) plus pavement widening might help reduce the hazards for pedestrians. Coming from the north side of the village a simple walk to the village hall or post box can be a daunting experience.

I hope you will be able to take these two points into consideration.

Susan Taylor

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