

## Comment

<b>Consultee</b>	Mrs Gwen Park (1170978)
<b>Email Address</b>	[REDACTED]
<b>Address</b>	[REDACTED] [REDACTED] [REDACTED]
<b>Event Name</b>	Darlington Local Plan 2016-2036 (Reg. 19) Sustainability Appraisal
<b>Comment by</b>	Mrs Gwen Park (1170978)
<b>Comment ID</b>	DBLPSA19
<b>Response Date</b>	17/09/20 09:27
<b>Consultation Point</b>	Sustainability Appraisal - Publication August 2020 ( <a href="#">View</a> )
<b>Status</b>	Processed
<b>Submission Type</b>	Web
<b>Version</b>	0.3
<b>Nature of response</b>	
<b>Do you agree with this content?</b>	Object

### Please tell us why

I disagree with the plan to build Skertingham Garden Village over the green areas of Muscar Farm, Darlington Golf Course and Elm Tree Farm. The council are ignoribg tge figures from government about the number of houses required in Darlington and building 3 times as many as thought we need. Extra income from council tax will not and should not be a payoff for building more and more houses. In the plan it states that the plan MUST PROTECT the biodiversity and geodiversity of the area - building over acres of farmland and a golf course is not protectibg the biodiversity of the area. Changing farmland and a golf course is forever changing the geodiversity - the landscape, the open ares to current residents, the drainage the removal of trees and hedgerows. Farmland and woodland act to soak up water and when removed flooding often occurs. Brampton area already floods.

The plan also mentions the health of residents - by building a garden village the current resident will lose their open re recreational spaces , area that we were promised. It appears that open recreational space is only considered for the new residents of the garden village and not the current residents of Whinfield.

How many houses do we need in Darlington? West Park id now advertising itself as a garden village! This use of 'garden village' is merely a marketing ploy to make new housing developments appear attractive. In fact Darlington is now considering more garden village at Faverdale and Burtree - a recent study of garden villages i the UK showed that they are typically developed on the outskirts of towns. These new garden village do not become part of the town but are considered bolt ons and in every

case the use of the car has increased as residents travel to work, to schools, to shops etc. These garden villages have little bus service - not added to existing routes. The promise of schools being built is rarely done and councils are guilty of not insisting that this is carried out or suing house developers for not building services that they promised. The study suggested that there should be clauses added to insure that developers have to build services such as school and surgeries and if not, should be penalised. Note- West Park still has no new school or surgery as per the plan. West Park academy was not part of the development but in fact a local authority school which became an Academy school.

The travel in the Whinfield area is dreadful during peak time. Often North Road, Whinfield road and Salters Lane are at a standstill. Independent traffic survey showed that the road could not sustain any more traffic from Skertingham Village - approx 9000 cars more if you allow 2 cars per house. Cars needed as these villages are built as a bolt onto towns and not part of towns.

## Comment

<b>Consultee</b>	Mrs Gwen Park (1170978)
<b>Email Address</b>	gwmpark@virginmedia.com
<b>Address</b>	23 LARGO GARDEN DARLINGTON DL13TP
<b>Event Name</b>	Darlington Local Plan 2016-2036 (Reg. 19) Sustainability Appraisal
<b>Comment by</b>	Mrs Gwen Park (1170978)
<b>Comment ID</b>	DBLPSA23
<b>Response Date</b>	17/09/20 12:14
<b>Consultation Point</b>	Table H 1 ( <a href="#">View</a> )
<b>Status</b>	Processed
<b>Submission Type</b>	Web
<b>Version</b>	0.4
<b>Nature of response</b>	
<b>Do you agree with this content?</b>	Object

### Please tell us why

In a study of 20 current garden villages the promise of eco friendly travel was found to be untrue. While it was expected that residents would walk or cycle to schools, shops or work it found that they became reliant on the use of cars. In all 20 villages there was no daily bus service. Residents had to use cars as the villages are often built on the outskirts of towns like the one proposed at Skertingham. On average the nearest train station was 7 miles away. The developers failed to build schools within the village and children travelled further to school by car. The residents needed cars as many villages were so remote from the town centres and with very limited public transport links used a car to access the town centre. In each case car use and ownership increased due to the garden village location. Darlington roads are already congested and building more 'garden villages' will not help but in fact make it more congested than it already is. Please consider current residents before building more and more houses way above the number recommended by the government.