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Written statements in response to the Inspectors questions:

Q9.1. Is the Council's proposed modification to policy IN1 part C(v) to delete reference to a northern link road necessary to make the Plan sound and, if so, would it be effective in so doing? Do the references in paragraph 10.5.9 to a northern link road need to be modified? Is the designation of a northern relief road on the key diagram (map 1) and the Skerningham masterplan framework (figure 6.1) justified?

As I have responded to Q4.5 (b) As the Local Plan is not dependent on the 'Northern Link Road' all reference to the 'Northern link Road should be removed from the 'Plan' in total, should the reference be in written form or detailed graphical on a diagram.

Skerningham Estates Ltd; have recently added to the DBC Local Plan portal the following document:

<https://microsites.darlington.gov.uk/media/1683/skerningham-estates-m1-appendix.pdf>

This document on page 22 identifies details and costs for the 'Skerningham link road' from the A167 to the A1150. It identifies, the road will not be commenced until the sale of 600 dwellings, with access for these dwellings being via Barmpton Lane.

It further states the completion of the road accessing onto the A167, including the installation of a road bridge over the ECML will not take place until the sale of 1350 houses

This totally unacceptable as it will add thousands of vehicles using Barmpton Lane on a daily basis, plus the many items of construction traffic and workers.

Further more the article details the estimated costs for the complete road and bridge of over £38 million, which doesn't include the purchase of the land, the link road will require the destruction of the 'Hutton Plantation'. I not sure if it is designated as Ancient woodland, however it has been here for a very long time.

I can well see a situation arising where 'Skerningham Estates' are unable to afford this financial outlay as a result of delays or poor sales. It seems to make a mockery of the statement, 'Greenfield sites are less expensive to develop than Brownfield'

It has become increasingly confusing as where the access roads to the proposed 'Skerningham Garden Village' will be, DBC will not commit to residents location of road access until a planning application is made surely this is too late as it will be impossible to make alternative arrangements if the proposed access points are not sustainable