

Comment

Consultee	Paul Gregg (1300632)
Email Address	[REDACTED]
Address	[REDACTED] [REDACTED] [REDACTED]
Event Name	Local Plan 2016-2036 Proposed Modifications
Comment by	Paul Gregg (1300632)
Comment ID	DBLPMod585
Response Date	25/11/21 15:15
Status	Processed
Submission Type	Email
Version	0.3

Question 1

Which document/modification does this representation relate to? Main Modification Schedule *

* Please provide the reference number (where applicable), for example MM1, PM1, MIN1 MM14

Question 2

What best describes the nature of your representation? Object

Question 4

Please give details of why you consider the Darlington Local Plan, incorporating the proposed Modifications to which your representation relates, is not legally compliant or is unsound. Please be as precise as possible. If you wish to support the Plan or comment on the Sustainability Appraisal Report Addendum/Habitats Regulations Screening please also use this box to set out your comments.

The Skertingham Garden Village development undermines this policy and modification as it is a car dependent development which will therefore not contribute to the achievement of the national commitment of net zero carbon and greenhouse gas emissions by 2050. Cutting down trees and destroying open green spaces to build a car dependent development will not have a net zero effect, in fact it will just add to emissions.

Question 5

Please set out what changes you consider necessary to make the Plan legally compliant or sound and why, thinking about what you identified in Question 4. It will be helpful if you are able to put forward your suggested revised wording or any policy or text. Please be as precise as possible.

We would therefore recommend that in order to make Plan sound and legally compliant that the Skerningham Development be removed from the Local Plan altogether.

Comment

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Response Date	25/11/21 15:15
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Question 1

Which document/modification does this representation relate to?	Main Modification Schedule *
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* Please provide the reference number (where applicable), for example MM1, PM1, MIN1	MM 61 & 62
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Question 2

What best describes the nature of your representation?	Object
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Question 4

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Council studies have shown that there could be an extra 5437 vehicles per day using the local transport network in Whitfield alone.

The plan mentions mitigation on Barmpton Lane, Whinbush Way and Whitfield Road but does not provide any detail on how this will be done.

Barmpton Lane is the proposed main vehicular access point for the Skerningham Development, it is unsuitable in providing a main access point and no amount of mitigation will be able to improve the layout of the road to safely reduce the impact of this development,

The National Planning Policy Framework July 2021 paragraph 104 states that transport issues should be considered at the earliest stages of the planning process so that they may be addressed,

The modified plan does not go far enough in addressing the transport issues which will be created as a result of the Skerningham Garden Village Development.

The Darlington Northern Link Road was supposed to alleviate existing pressures on the A1150, Barmpton Lane and Whinbush Way - this is now not happening yet these pressures still exist and will be added to by the Skerningham Development. This is not sustainable development.

On a personal note and as residents of Barmpton Lane for 31 years we are witnesses to the increase in traffic over the years. Many houses either do not have driveways or more vehicles than drive capacity so numerous vehicles are parked on the road. Access to drives is direct from Barmpton Lane and we can often sit parked up for a considerable amount of time waiting for the Lane to be clear before reversing onto the drive or driving onto the Lane. Two things which do not happen on Whinbush Way and which make Barmpton Lane even more unsuitable as the main vehicular access point. We are both old enough to remember when Barmpton Lane was a no through road and only provided access to the properties on the Lane and Barmpton Village. This road is currently carrying far too much traffic and cannot take any more. It was simply not designed or built for the amount of traffic it carries now let alone an increase of thousands more vehicles every day.

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Comment by	Paul Gregg (1300632)
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Question 1

Which document/modification does this representation relate to?	Main Modification Schedule *
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* Please provide the reference number (where applicable), for example MM1, PM1, MIN1	MM65 & MM66
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Question 2

What best describes the nature of your representation?	Object
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Question 4

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Publicly accessible community woodland, wildlife friendly natural spaces, sport and recreational facilities and allotments ALREADY exist in Whinfield and Skerningham - for the community. Why are we destroying some of these existing attributes to make way for a 4500 housing development which by its very nature will not be able to provide the level of facilities we currently enjoy? Instead it will all be part of one big housing estate!

This is not consistent with either the Healthy New Towns or Garden Communities principles or objectives.

In relation to the accessible community woodland we have enjoyed this for many many years. The importance of this came to the fore during the Pandemic with many more local residents discovering the beautiful surroundings of Barmpton and Skerningham and we have met many people exploring the area for the first time.

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