

## RESULTS OF LIB DEM SURVEY ON COUNTY DURHAM PLAN

Several thousand surveys were delivered by the Lib Dems to the West of Durham City in Newton Hall, Brasside, Witton Gilbert, Pity Me and Framwellgate Moor to get views on Durham County Council's proposals for new housing, the development of Aykley Heads, and proposals for two relief roads. In addition the survey was advertised in the local press and residents from other parts of the area also made contributions.

A full survey of Bearpark has yet to be carried out, as we are waiting for a consultation meeting in the village, currently penciled in for April 17<sup>th</sup> 3.30pm to 7.30pm, mainly centred around the Western relief Road issues.

Separate information about responses to housing in Witton Gilbert are being provided to the Council in a separate document.

Over 300 people responded and hundreds of comments related to the County Durham Plan and Consultation are detailed in this report.

In addition a separate survey was conducted by the Lib Dems in Neville's Cross relating to the Western Relief Road and other local issues which had over 200 responses but is not included in this report.

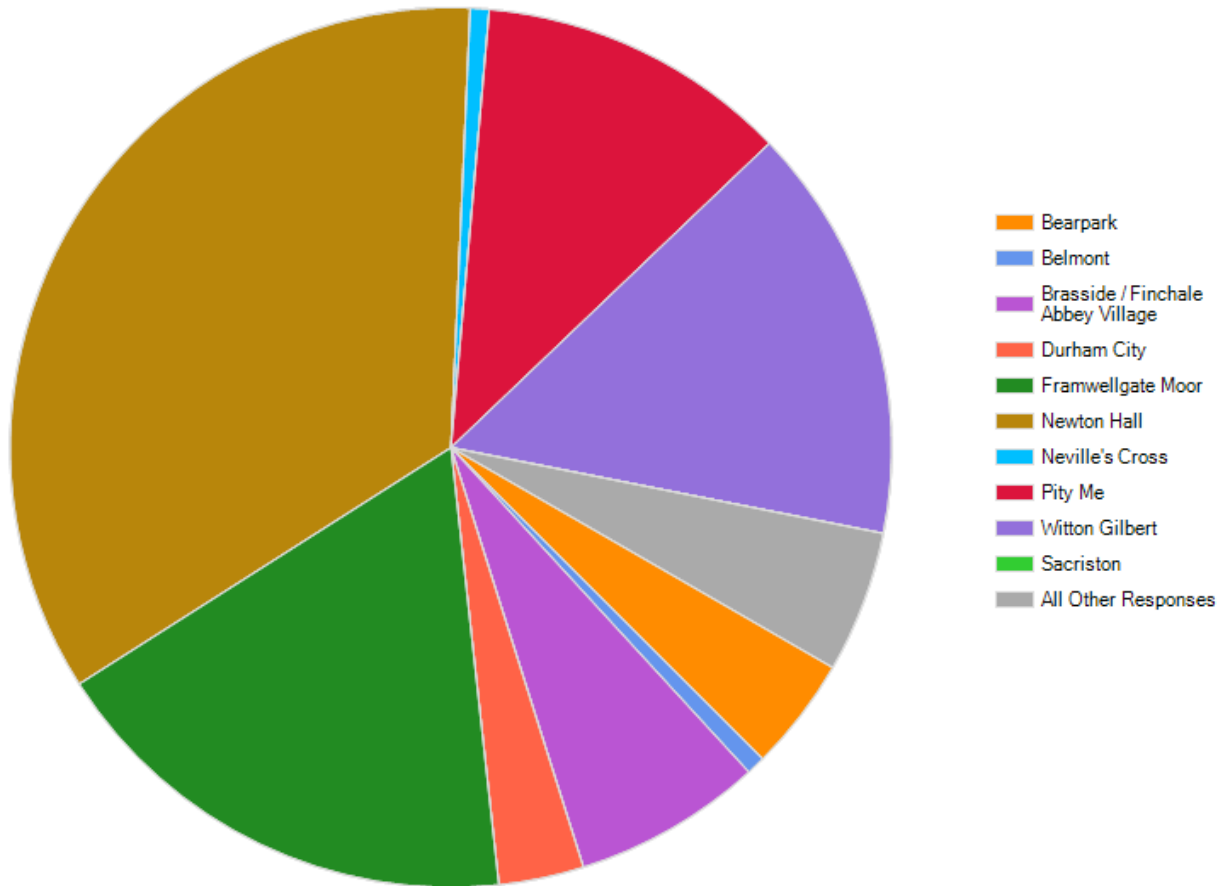
The comments in this report are entirely from residents and should not be taken as representing the views of the County Council or any political group.

Mark Wilkes – County Councillor, Framwellgate Moor Division  
Amanda Hopgood – County Councillor, Newton Hall Division  
Mamie Simmons – County Councillor, Newton Hall Division

### BRIEF OVERVIEW OF RESPONSES

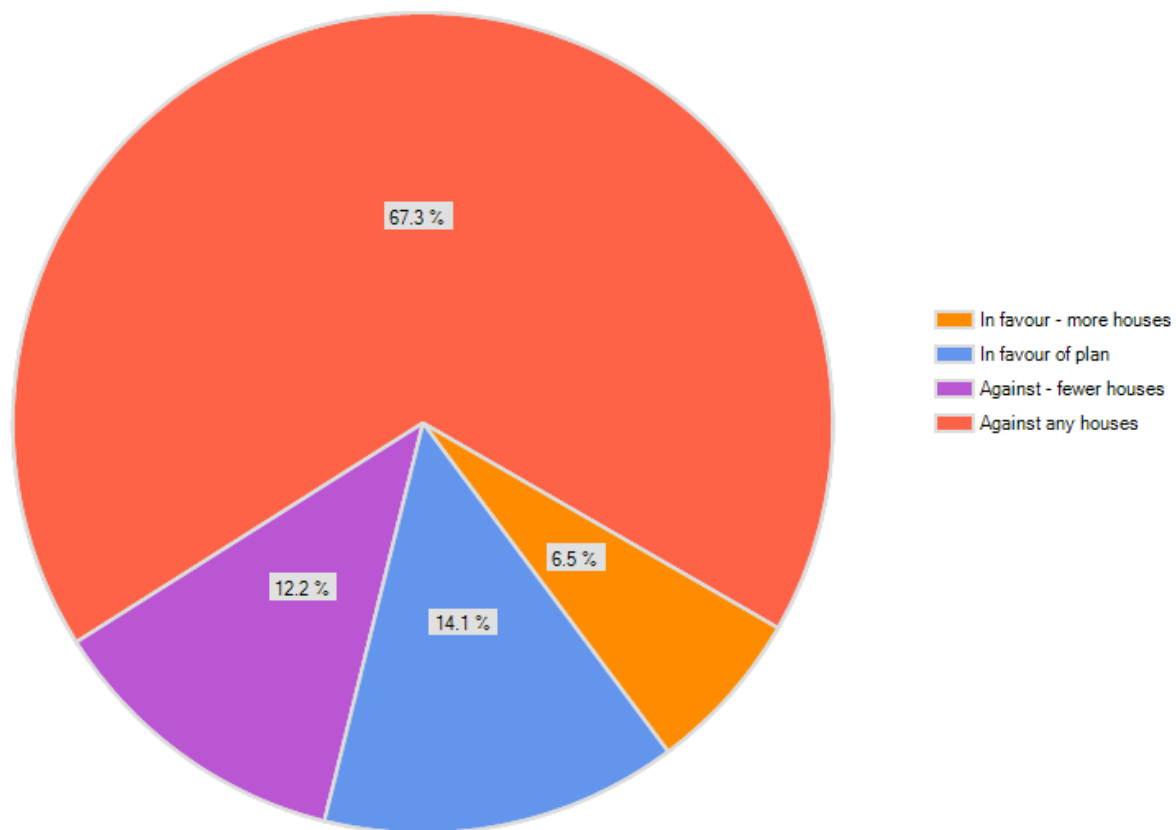
- **Over 80% against proposals for housing on greenbelt.**
- **Over 80% feel Durham County Council hasn't consulted properly on the plans**
- **Over 60% in favour of Western Relief Road**
- **Nearly 70% in favour of Northern Relief Road**
- **Residents split nearly 50-50 on proposals for Aykley Heads**
- **New housing should be family homes and first-time buyer homes with strong view that this housing should be eco-friendly.**

### Which village/area do you live in?



Answer Options	Response Percent
Bearpark	4.2%
Belmont	0.7%
Brasside / Finchale Abbey Village	6.9%
Durham City	3.1%
Framwellgate Moor	17.7%
Newton Hall	34.7%
Neville's Cross	0.7%
Pity Me	11.5%
Witton Gilbert	15.3%
Other (please specify)	5.2%

**The Council wants to build 2000-2800 houses on land between the A167 Pity Me Bypass and Sacriston. Are you:**



**Comments from respondents:**

**In favour**

- In favour if more industry recruited.
- Only if roads are upgraded to cope.
- Jobs, council tax income
- Some but not as many as that. Great need for affordable / social housing.
- Preferable site to others
- Against unless new bypass to Belmont.
- It's to tie in with a western relief road, which of the two is a higher priority.
- Understand requirement for some development, but planned number of houses seems extremely excessive.
- Provide jobs and housing. I am only in favour, if the roads and additional infrastructure is in place first.
- Marginal. Depends over what period of the 20 years this is envisaged. If it is spread over the 20 years then could be persuaded that this is sustainable.
- more footpaths and cycle routes (off road) for those trying to leave car at home.

- Build houses and develop ONLY if houses are needed.....

**Against**

- It would lead to Chester-le-Street etc becoming suburbs of Durham City. Open space between settlements is important.
- It will spoil the area.
- Because it's greenbelt land.
- Road network is not able to cope with the increased traffic. Greenbelt would be affected. It would destroy Witton Gilbert as a village - making it a suburb.
- In greenbelt. No existing housing nearby. Lots of housing stock already available
- No new housing should be built on greenbelt land
- Too many houses already
- Same as above greenbelt should mean greenbelt
- Infrastructure of hospitals, decent roads and schools lacking - we have log jam on school run every day now.

- We must be expecting mass migration into this area / Any shortfall in current requirements can't be this great.
- Houses are not selling ( Demand Low). Extra 4000 to 6000 cars = major traffic problems. Schools and hospital will not cope.
- More houses. More traffic. Total gridlock.
- Building on open spaces! Pressure on local services and infrastructure.
- I am against taking any greenland and walkways away from this area.
- I cannot understand why greenbelt land is now being built upon. Do we really need these houses or does the council just want to increase its revenues. 2000 houses! How have the council decided we need this many?
- No exceptional circumstances have been justified for incursion into the greenbelt
- Visually unappealing. traffic disruption whilst working. no need for new homes - especially min current climate
- Just look at the area now. And who will buy these homes anyway.
- Negating one of the reasons Durham has its good name. ie Its green veins running into the city centre.
- No doubt these will be executive type which are not available to "ordinary people"
- plenty of housing available in Fram Newton Hall Pity Me. also would put more strain on volume of traffic on bypass.
- how much farm land is to be sold off and where will the flood plain go when the land is covered.
- Far too many houses in the area
- A167 congestion would increase
- Greenbelt
- Why use greenbelt land
- The area is already well served with houses. The additional traffic would also be unwelcome. We need to preserve green fields
- No doubt this will end up as executive homes that can't be filled ( as appears currently in Durham) or sold as buy to let. also why does everything have to be built on greenbelt. Who would actually benefit. Services are being cut for the current residents - how would the council manage with more people living here?
- Too much green land has been lost already.
- Far too many. Keep greenbelt
- Loss of even more countryside
- Can we keep some greenery in Durham.
- Is there demand for this quantity
- Too much local congestion and pollution. No water resources from the ever-declining water table to support the houses. Against building on greenbelt/open country side
- The roads are already congested with extra buildings plus their cars.
- Durham is one of the most congested cities in the UK in terms of vehicles per person circa 5000 cars would cause chaos.
- Shortly we will become part of Sacriston and Chester-le-Street
- New buildings should be put on brownfield sites Don't want to see greenbelt land built on Put a block on student lets and bring more housing in the city back into family occupation
- I understand that this is a green field site. There must be other land that is more environmentally acceptable for housing.
- There is too much congestion in this area as it is.
- Bring back villages with community spirit and local work rather than a concrete and tarmac jungle with no high quality green space within walking distance of my house like villages in the south of England. This is just to keep builders in work while developers become millionaires.
- Unless they are going to build reasonably priced starter homes, there is no point. the rest of the market can't move cos the 1st time buyers can't afford to buy anything decent.
- Many of the new houses in the area have not been sold. There is not enough work in the area for existing residents who commute out of the region. Why do we need more houses? Why not build them close to the areas of employment on brown field sites eg in Newcastle.
- Nurseries, primary and secondary schools are not planned at all. Children are more important than cement!
- That is far too many houses in such a naturally beautiful part of Durham City. I feel this estate will take away from the beauty of the area and stop Durham from being such an appealing place to live. There are also limited school places to start with how on earth will the schools cope with these many new houses in the area?!
- The current infrastructure of schools, doctors, dentist roads, police, fire and ambulance services as well as bus routes can not cope with the amount of proposed

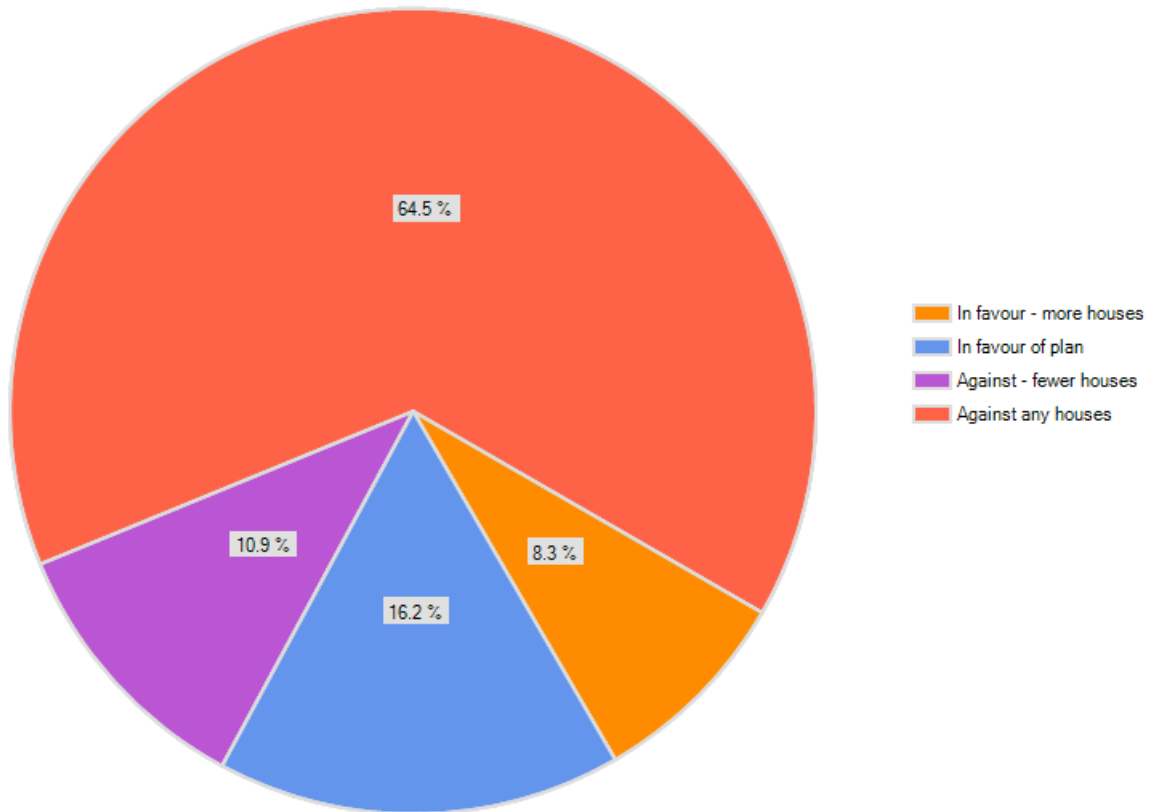
building. As there are no jobs this could prove to be a white elephant plus the destruction of the green belt land.

- Why do we need any more housing in the middle of a housing slump?
- No plan for schools described. Links into town will be divided by main road making people believe they need to drive.
- This seems like an awful lot of houses and I'm not sure the local infrastructure would support such an increase. I am also against building on green belt land - I'm sure there are brown site areas which have not yet all been developed.
- This is a area that has a very diverse wildlife + The football field is the only place in the area for all sorts of recreation ie model plane flying dog training golf practice(Durham should have a green belt) "What is development to allow structure planting to develop "?
- Current road is dangerous. Greenbelt land. Porterhouse Lane & A167 cannot cope with extra traffic. Would be a detriment to the landscape. Roads (Porterhouse Lane & Sacriston to Durham) are already too busy & queuing at peak times.
- There are too many empty properties around this area.
- I drive from Trouts Lane into Durham every morning. It is 1 mile to the entrance to the Park and ride and can take 10 minutes at peak times. The addition of 2800 houses and assuming 1.5 cars per household the plan seems to be gearing up for gridlock with 4200 extra vehicles using the same roads In my experience most of this traffic is driving across Durham to Sunderland and the A1. The relief roads will do little to improve this journey time.
- Much of the attraction of Durham is that is a SMALL city, (see Bill Bryson's comments, which have been prominently quoted). Publicity etc. for Durham should focus on the lack of urban sprawl, that it is still a living city in a way which York, for example, is not. The idea of a massive development stretching half way to Sacriston is appalling.
- Building in these areas would lead to the breakdown and 'ghetto-isation' of outlying villages and increase localized congestion while reducing the feeling of community which exists in the current smaller settlements of Pity Me & Framwellgate Moor. Property prices will be negatively affected for current property owners in the local villages of Sacriston & Langley Park as well as Pity Me & Framwellgate Moor. I do not believe the local infrastructures of schools, G.P.s' etc are developed or able to cope with such an increase in population. The emphasis should be on supporting local/outlying villages & towns.
- Totally opposed for the reasons given above. Part of what makes Durham precious are the green areas in and around the city environs - this plan will just contribute to making Durham an urban sprawl. The city has not learned its lessons of the struggle to sell newly constructed properties around the Pity Me area in the last 5 years. It will lead to significant environmental impact and may well actually pull people away from living in other villages and smaller towns in County Durham. This smacks of classic County Council thinking - they focus on what a few specific officers want in their particular bunker, consultants are hired with a brief to make a case that supports the plan, councillors are provided with the convincing consultants report and the plan gets the go-ahead. However, there is no joined up thinking across the Council - the classic example here has been the Council's desire to close local sports facilities. Surely, if so many houses are constructed, one facility that would be in particular demand by young families is and other groups in society would be sport centres?
- Also this is a massive development which would further clog the city ie. Pity Me and Sniperley roundabouts which are already massively overburdened. The county suggests that these houses are needed for the development of the business hub, I suggest they would in fact be dormitory accommodation for Tyneside/wearside. This would not solve the housing problem for people who cannot get on to the housing ladder, as is usually the case Durham housing carries a premium on its prices. Also not enough provision is allowed in the plans for social/ affordable housing. A planning rep at the consultation said these houses would be expensive leaving the social housing to be developed in the outlying villages. The following Sherburn Rd development, I am broadly in favour of as it has clearer boundaries, though I am worried about possible future development south along the motorway or east across the motorway.

- that is potentially 4000 people into an area, where school places are limited and NHS could not cope. I would like to see how you derived this number of houses needed. Would the council be prepared to fund more schools. health care provision
- The A167 should be upgraded to completely duled north of the city, and the ridiculous set up bypassing Chester-le-Street needs addressing before any more traffic can be put through this system.
- Additional local facilities and the need for further vehicular transport would have a major impact on the surrounding developments and retail areas, apart from road networks, medical centres, schools, etc. Very little would be available within walking distance, hence the impact on the area with more cars, in an area where, especially at weekends, the area is grid-locked.
- I do not consider that the road network can sustain the number of houses to be built. I would also question as to who is going to buy these houses - where are the jobs coming from to enable this to happen. The only jobs I can foresee are within the building industry.
- local services and infrastructure cannot sustain this proposal. I can't imagine that there are funds to improve the roads and services and even the income from Council Tax would not support the required improvements.
- Again this is on the edge of town better to use brown field sites closer to Durham. This would be environmentally more sound as less mileage on the roads.
- I would like to see more living space per house than is the current "norm" for new housing
- all this additional traffic would use Rotary Way and the A167 which is also congested at peak times heading towards the motorway.
- we just need to keep our green belt
- no evidence that this enormous number is required in and around the city. All brown field sites should be used first. These house should be spread across the county eg Chester Consett B/Auckland etc
- This is a beautiful part of Durham - it is rural - lets leave it that way. Where is the demand? Where are the signatures asking for this development?
- Ruin greenbelt
- Far too many houses the schools and roads in this area could not cope. In particular the roundabouts. These are a nightmare on a morning. Also the underpass would be used for access to fram and this is already an undesirable area with young men and women often accumulating there and causing a nuisance.
- This is Green Belt, a permanent designation. The Green Belt is quite narrow and the houses could be built outside it as the Inspector at the Durham Local Plan Enquiry in 2004 recognised.
- why build on green belt when there is an abundance of surrounding villages or brown field sites which would be far more suitable for redevelopment
- 2800 houses means over 6,000 people. That is ridiculous and would swamp the local area.
- This proposal is even more frustrating than the first. This land is open land which gives the only relief from hundreds of houses already and will eventually join up local areas with each other. As the comments above relating to the infrastructure the argument against this proposal is the same. However in terms of the amount of houses is just beyond belief. The A167 is now at capacity with traffic, all traffic islands are at a standstill most of the day but especially bad at peak times will long queues. Not only is there congestion, but fumes, noise, lights etc and it is totally polluting to the people that already live here. One does not need to me a mathematician to work out how much more traffic this proposal will generate. Quality of life will only get worse. There appears to be no understanding of the situation by this council and it obviously never listens to the people who already live here. Ever since this plans were proposed every meeting held the majority of residents have been against it. The reasons for voting against this proposal are very obvious. Please listen to the people that live here. There are enough houses in Durham to accommodate all people without building new. If we can find them so can the council.
- Too many houses on Green Belt land. Creates urban sprawl
- Pity me roundabout is mentioned as 'possibly' needing works to cope with the traffic. The congestion now is a serious issue. More housing would compromise road safety in the extreme.
- as per reply above plus roads not sufficient to support amount of increased vehicles

- As above, plus the disturbance caused to the wildlife with the pollution caused by extra roads, sewers, street lighting and the added danger of thousands of extra cars, lorries and buses.
- The proposed number is far too great an encroachment into the green belt

**The Council wants to build 500-800 houses on land North of the Arnison Centre and next to the Newton Grange Pub. Are you:**



**Comments from respondents:**

**In favour**

- In favour if more industry recruited.
- Already close to existing infrastructure. It will support existing local businesses
- Jobs, extra council tax income.
- Provide jobs and housing. I am only in favour, if the roads and additional infrastructure is in place first.
- This seems an appropriate site for affordable / social housing
- Only if a bridge crossing the Wear goes ahead (Brasside to Belmont)
- Labour never built any council houses. Some council houses should be built.
- If council housing, would agree. Keep greenbelt
- It's to tie in with the Northern Relief Road
- Providing that the infrastructure is in place first, e.g. Northern relief road, doctors, schools etc. Over demand on services makes the standard of life for existing residences worse.
- Good for jobs Good for the community More people More ideas and business
- We are constantly told that we need more homes, especially for first time buyers. This is not an area of SSSI or used by residents for other purposes as far as I can see. What are the arguments against it?
- Feel strongly that no building should occur North of the Arnison Centre though some building next to the Newton Grange pub down toward Brasside may be acceptable but

plans would need to be viewed and consulted upon.

- If I understand the remit behind the whole plan, it is based around trying to attract international employers to Durham to stop the city being squeezed economically by Tyneside and Teesside. I feel the overall presumption is wrong in that the Council is trying to make Durham something it is not. The city is clearly a different entity to the other more industrial conurbations and this significant development is likely to harm our major attraction, that of being a green city and tourism centre. However, I can see there may be scope for some housing in this area if it replaces brownfield development at the likes of Police HQ.
- 500 to 800 is a large number but are required an extension of Newton Hall seems appropriate
- Subject to the supporting infrastructure being included - access, northern by-pass, community services appropriate for an extensive development
- if more houses are required this is a perfect spot

## Against

- There is sufficient housing in this part of the City. No more reduction of the green belt is necessary. The local infrastructure cannot sustain further housing
- This is Green Belt, a permanent designation. The Green Belt is quite narrow and the houses could be built outside it as the Inspector at the Durham Local Plan Enquiry in 2004 recognised.
- I have witnessed the Great Park development at Newcastle. It has been ongoing for 20 years and has failed to deliver. The economic climate is not right. They are building to order now - there are areas and townships left unbuilt because no one is buying. We don't want Pity Me to become a ghost town. It is currently sustainable - we do not want to take risks with something that is working.
- this is larger than many villages, the increased pressure on the Arnison centre would be huge, possibly leading to further extension of that. Infrastructure wont cope effectively.
- Against any development that endangers the Green Belt
- I feel that Durham City is large enough already. This is attractive countryside, part of

a Green Belt which was established recently. The idea of increasing the size of the city will be detrimental to tourism rather than the opposite.

- This will increase congestion leading to the Arnison Centre which is already congested at heavy shopping times
- Concerned about inevitable further traffic congestion this would cause, particularly during commuter times, and at weekends when Arnison Centre traffic already causes major delays from late morning onwards.
- Ruining greenbelt land and narrowing the gap between Durham and Chester-le-Street. Durham will become in danger of becoming part of 'Greater Tyneside'
- Once lost green belt land will not be recovered as green in future.
- More than enough traffic in area already. Already built enough houses on greenbelt land ie Arnison Centre and surroundings. Please leave a little bit of countryside. Also we put up with enough noise and dust every day when Arnison was built.
- Already a large estate. Want some green land to remain.
- there is pressure already on the local road along with school and doctors
- Services, junctions, shopping centres etc already at limit creating congestion and 7 days-a-week noise. Additional roads planned will just be swamped by additional demand.
- Road infrastructure already taxed beyond reasonable limit.
- This is beautiful green belt land. The small size of Durham and its surrounding countryside are integral to its identity and touristic appeal. Durham should protect its uniqueness. Sprawling suburbia will make it like anywhere else.
- There are a number of unoccupied houses around Durham. Newton hall is a very big estate
- why build on green belt when there is an abundance of surrounding villages or brown field sites which would be far more suitable for redevelopment
- Roads are too congested
- Do not want housing to be built on greenbelt or farmland!
- One should not develop Green Belt/Farm Land
- no building should take place in designated green belt. Plenty of brownfield sites available in areas of county Durham



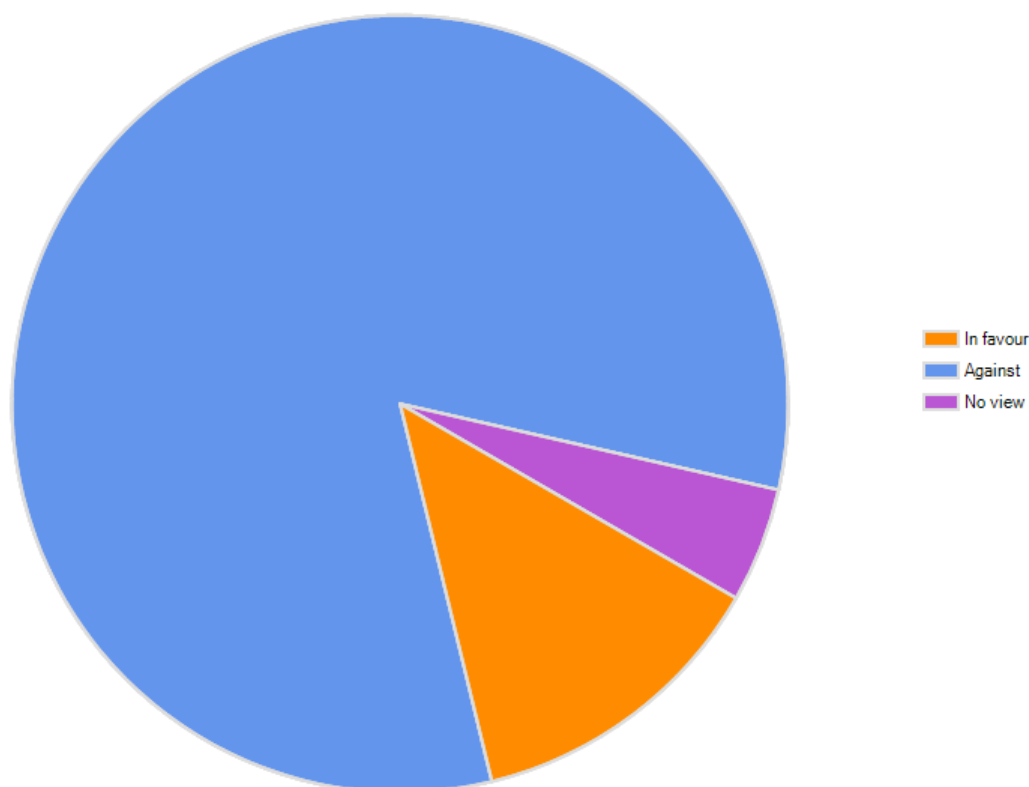
- The traffic congestion in and around the Arnison Centre is already an issue for those living in the area. Any further development prior to relief roads being completed would simply overload the road system completely.
- We need to protect our Greenbelt and other areas of relaxation and leisure
- The council had not provided any justification for the building of any more houses in this area. Looking at the figures there a sufficient large numbers of houses in the Durham area which are for sale, to let, council or social housing available. This council needs to repair and get back into usage houses they have themselves let go into disrepair. Durham does not have the infrastructure to accommodate this proposal. Traffic is at a standstill as it is.
- This area is full to capacity. the infrastructure can not sustain thousands of extra houses, I can't see why we need to house so many extra people in Durham city, Cramming more and more people in will lead to misery for the people who already enjoy living in these areas.
- keep building houses at this rate and we will have no country side, try building on brown sites there must be plenty of them.
- Local roads especially around Arnison Centre are already very busy. is there demand as local housing is quite cheap on Newton Hall
- Too much local congestion and pollution. No water resources from the ever-declining water table to support the houses. Against building on greenbelt/open country side
- Too many houses. Traffic issue. School entry would be difficult
- Newton Hall estate is large enough. The traffic generated by the Arnison Centre is already unacceptable for residents and the proposed housing will only exacerbate the problem. Also, this is a green field site and we should be protecting every single one.
- Roads in that area already congested at peak times especially
- lots of empty houses across the city we don't need anymore
- Because it's greenbelt land.
- There aren't enough green areas. It should be left alone.
- I believe that the already congested roads around Durham will be filled to such a level that gridlock is inevitable.
- Newton hall is quite large enough and there are severe traffic problems at busy times.
- New buildings should be put on brownfield sites Don't want to see greenbelt land built on Put a block on student lets and bring more housing in the city back into family occupation
- Rotary Way is seriously overused and the facilities of Arnison Centre are too. Both are already badly congested increasing residential housing would make ordinary life impossible.
- Make the universities keep their students on campus leaving properties in the city free for local residents. Too many houses let to students.
- The road around the Arnison Centre is already congested. the area also effectively marks the end of Durham and housing would be better nearer the centre of town
- This building is proposed on beautiful Green Belt and it appears there are many Brown Belt sites available to build on which would be much less controversial.
- WHY are they going to build on Green fields yet again. I thought it was illegal or are this labour dominated council above the law unlike the rest of us?
- Damaging local area with more houses, congestion with more vehicles on roads.
- we do not feel more housing is required in this area, especially not greenbelt land.
- The B6532 road from Sacriston to Durham is gridlocked now morning, lunchtime and evening. There are 14,000 students at New College, many with cars.
- There are quite enough houses here already
- Area too congested already. Too many people / cars Not enough facilities
- Newton Hall is too big anyway plus the proposed site is greenbelt land.
- Too many houses already
- We already have sufficient housing in this area. Hospital and medical services are already overcrowded.
- Miller Homes have been trying to sell houses in Framwellgate Moor for nearly 2 years. We are saturated with houses.
- Do we need this number of houses.
- If we keep using green space for more housing it will destroy more and more wildlife habitat and increase traffic and pollution.
- 1. Houses in Durham are not selling 2. Traffic problems in and around Durham

- We need roads to handle present traffic not more houses to make the problem. The same with new roads.
- Building on open spaces! Pressure on local services and infrastructure.
- There are hundreds of houses for sale in the Newton Hall and Framwellgate Moor area so why build more.
- Will lower prices of older houses on Newton hall
- Green belt. Lack of facilities like schools hospitals doctors overcrowded roads at peak times. Council can guarantee homes but not the number of jobs-of which a serious shortfall even if only 1 person working per household. Decimation of wildlife.
- Location would be ok of new development of executive houses and if did not affect current house and would not increase traffic
- Its already over populated round there.
- currently already a very large residential area. Arnison centre facilities overcrowded. Insufficient amenities.
- There are enough houses here as it is.
- this is on green field the road cannot take the Arnison centre traffic at weekends. how will it service these
- Housing should be sustainable with a good amount of affordable housing. I don't agree with this being on green belt land but I acknowledge that more housing is required in the area.
- Many of the existing houses in the area have been for sale for more than a year. There is not enough work in the area for existing residents who commute out of the region. Why do we need more houses? Why not build them close to the areas of employment on brown field sites eg in Newcastle.
- It depends on the sensitivity of the build environmentally and whether the full impact of all these extra people on the local services is taken into account.
- I cannot understand why greenbelt land is now being built upon. Do we really need these houses or does the council just want to increase its revenues
- no exceptional circumstances have been justified for incursion into the greenbelt
- I can't see relief roads supporting this as traffic will still be ploughing through Plawsworth and Pity Me
- The current infrastructure of schools, doctors, dentist roads, police, fire and ambulance services as well as bus routes can not cope with the amount of proposed building. As there are no jobs this could prove to be a white elephant plus the destruction of the green belt land.
- Newton Hall area is already a huge housing area. Loss of more green belt land would be unacceptable.
- Houses that are currently for sale are slow to sell. Why are more houses needed. There are lots of empty houses waiting to be sold in the County.
- This area is already overcrowded with houses being built on all available land.
- Roads are not properly planned. The proposed blue road crosses Wear and finishes in the Sands, no link to A1. Nurseries, primary and secondary schools are not planned at all.
- Visually unappealing. traffic disruption whilst working. no need for new homes - especially in current climate. In case of Newton grange has flooding in Brasside been considered?
- Don't like the idea of using more green land. The Newton Hall estate is big enough. It would lead to more congested roads.
- We already have two large estates in the vicinity. We need some open space.
- There are hundreds of houses for sale / rent already. Also there has been new houses built in the area and have struggled to sell.
- Why do we need more houses when there is not enough local work for current residents. More houses mean more commuters and more congestion. Also the larger houses on Newton Hall have been for sale for over 1yr.
- until there is an answer to the road structure and a way out of this Newton Hall area by another way an impossible congestion situation remains.
- Far too many houses in the area
- Greenbelt land
- The area is already well served with houses. The additional traffic would also be unwelcome. We need to preserve green fields
- Keep greenbelt
- Narrow greenbelt would be eroded Durham City centre traffic and parking problems would worsen! Disagree with the basic tenet of Durham County Plan - it is the villages that need development.
- Loss of even more countryside
- Northern bypass should go through first.

- Plenty of housing in this area already with the exception of bungalows.
- there at least 2000 houses for sale in and around Durham City through estate agents, why would anyone want to build more.
- green belt land should not be built on under any circumstances
- The general need for more housing seems fuelled by the University's change in policy of making more students live out and therefore increased the number of student Lets in the City itself. That has totally skewed the results of the housing survey for this area.
- There are already over 5,200 empty houses in the area already, many for sale but unsold, and many more potentially to be put up for sale 'when the market improves' people are saying.
- The Durham green belt is narrow. It is possible to build new housing outside it that would still be only short bus ride from the centre, helping regenerate outlying villages in the process . The alleged need to build on the green belt is whitewash for what is really a money-raising scam, i.e use a recently introduced Infrastructure Levy which allows revenue to be raised from developers on the jump in land values that arises when planning permission is granted. In the case of green belt land this would be a jump in value of some 1000%
- I want to see the centre of Durham used once again for families - The university must find alternative housing for students so that permanent communities in the city can be regenerated. This should happen and all brown field sites utilised before new housing is created that will further damage the surrounding environment. Merely adding to

the urban sprawl does not create desirable places to live.

Most of the new housing will be built on greenbelt land. Are you:



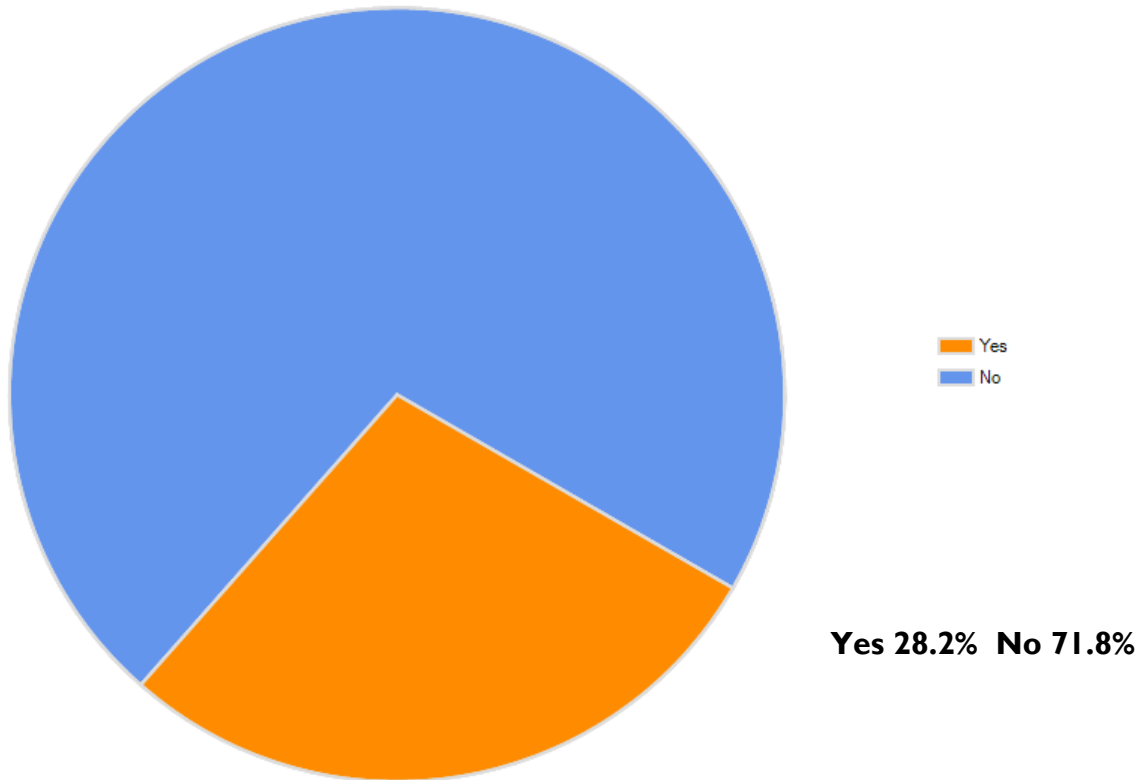
### Comments from respondents:

- Generally prefer brownfield
- It's greenbelt
- I don't feel we need it and if done it should be on brown sites.
- Why not build on brownfield sites
- What about developing brownfield sites. If any houses, a few hundred but not 3000?
- There must be brownfield sites to limit need for greenbelt loss
- Loads of empty houses for sale.
- Arnison Centre built on greenbelt land, started with Sainsbury's and look at it now.
- Green belt is designed to stop urban sprawl and villages coalescing. We should have quality green space between villages not a brick jungle.
- Greenbelt land is to keep our sanity take this from us we lose our reason to live.
- Many of these houses executive type. Why not fill up those standing empty first. See report of City of Durham Trust
- The green belt is designed to stop developed areas merging into one massive concrete, brick and tarmac jungle with no green space. Everybody should have access to high quality green space which does not include species poor amenity grassland with a few scattered trees. What happened to the Great North Community Forest?
- If top executives (and most other people) go by train, they will not go to the station by foot. The proximity of the railways station is irrelevant. Good roads are much more important.
- No building on green belt land at all. once it is gone it will never come back
- We need more housing for our growing population.
- In an ideal world, green belt land would remain protected, but limited use of it might well be necessary to provide some additional housing.
- There is plenty of poor quality land, aged and unattractive areas (ancient pit terracing etc) which could be replaced
- Durham is home to tourism there isn't much green in and around Durham. Most cities like Cambridge and York would not build on green areas near the city.

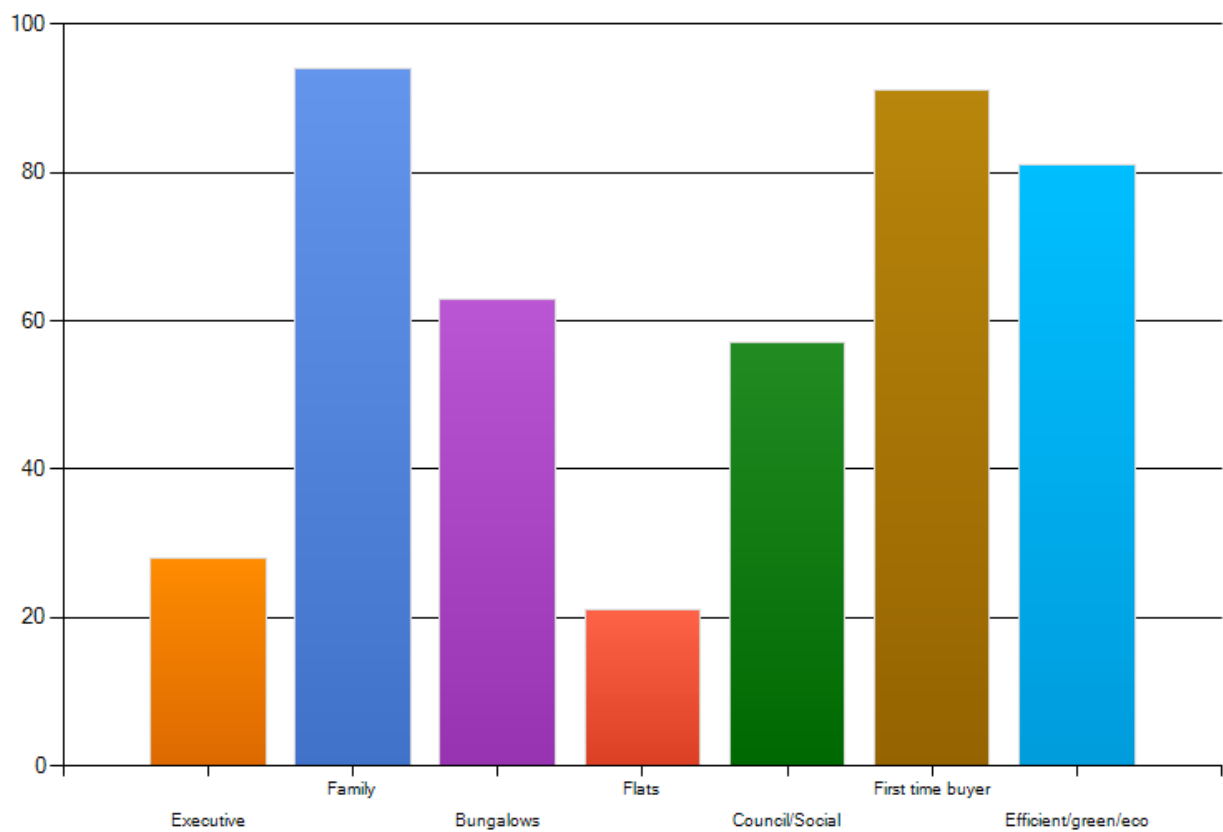
- We have already lost too much greenbelt land, and should be looking at brownfield sites instead.
- Already heavily developed. Green belt is in keeping with the historic city. Large amount of space in villages such as Brandon, Browney, Ushaw Moor in need of refurbishment and better able to take the housing increase.
- New housing should not be built on greenbelt land. It is greenbelt land for a reason.
- Please see comments above.
- Build in the villages around Durham like the old plan said you would
- We should hold onto our land I feel privileged to live surrounded by beautiful fields. If I wanted to live in a built up area I would move to the town.
- Greenbelt is there for a reason. To maintain natural boundaries and inhibit urban sprawl. This is "lazy" development, developers love greenfield sites because they are easy to build on but they build services that detract from city and town centres and encourage car usage due to lack of public transport hubs
- Technically I would be against building on Greenbelt land. However each case must be viewed on its own merits and it depends on the density of the proposed estates and the amenities that are in the area.
- There must be brown field sites available
- with strict limitations and planning
- In the present climate this should not go ahead as we have already a lot of accommodation in and around Durham which is not being lived in. Social housing is required but there is no point in building more houses when no has money as wages are reducing not increasing.
- The green belt is there for a purpose, which has not changed since it was designated. There are lots of brownfield sites within the county.
- The green belts should be protected to ensure Durham City remains identifiable and does not become a conurbation of Gateshead/Birtley/Chester-le-Street etc. The lack of green belt will impact the potential for development of the tourist industry as the area becomes a concrete jungle.
- Opposed - as outlined above, modern society is supposed to be about protecting the shrinking environment. The Council's scheme seems totally at odds with that concept.
- Durham is unique in that it is a small compact city, which has a lot to offer culturally, historically and educationally. It has already suffered at the hands of developers, planners and councillors, and is now potentially going to be swallowed up in an urban sprawl of housing, roads and business parks.
- There are plenty of homes up for sale at present. Even if the council thought we needed more, why develop on green belt, surely the council made green belt exactly for that reason, there are other areas where development could happen if the need was there.
- why not build the houses on sir john halls land
- Anyway I'm against housing near Sherburn Road because the junction with Dragonville road & the retail park there is already too congested (there is no space to expand the junction since the large housing/flats were constructed on the old garage site). There is also often congestion down Gilesgate bank & upper claypath. At key retail times we have to leave Sherburn Village by other routes to avoid this and more housing will exacerbate the problem. Additionally it is annoying that the council justify facilities citing Sherburn Leisure Centre which they have recently closed (and allowing the parish council to run it with only volunteers and no gym is NOT a replacement).
- Greenbelt is there for a reason! We DON'T want to create the types of urban sprawl that exists in Gateshead/NCL and in many area in the south.
- We must strive to protect our greenfield sites to ensure that the city of Durham offers quality in the environment. The nature of new housing is cause for concern given the overall design and layout of estates that appear to disregard the need to incorporate green spaces in order to cram as many houses as possible onto small plots of land.
- Greenbelt is thee for a reason.
- I believe it is important to conserve existing green areas and re-develop deprived areas.

- Green belt is a heritage from our parents that we have a responsibility to pass on to our children and grandchildren. Once it is lost it is lost forever. And there are sound environmental reasons for preserving as much green space as possible.
- Generally in favour as we do need to build somewhere! So long as environmental impact considerations are dealt with fairly and good quality design & landscaping implemented. Developments should have character and not be "identi-kit" packages so that when looking at them you could be anywhere in the NE!
- Because it is planned for greenbelt land - and once the environment is ruined there's no going back for wildlife, no matter what the planners say.
- Greenbelt should remain greenbelt.
- Labour council making quick bucks ,whilst lessing the quality of our lives
- Only to the extent that full consideration to brown sites be given before taking green space.
- The council needs to realise closing leisure centres is not good for health and anti social behaviour its ok cramming houses in but if there is nothing for people to do it becomes a no no for me
- The area around Framwellgate are too congested anyway. More houses would made the road system intolerable
- The Green Belt is a permanent designation. The Durham Local Plan Enquiry in 2004 went into this at length and the Inspector's report bears re-reading.
- What is the point of identifying land as "green belt" if it is accessible to plans which will have a massive effect on it?
- why build on green belt when there is an abundance of surrounding villages or brown field sites which would be far more suitable for redevelopment
- The green belt is there for a purpose and should not be overridden.
- The answer is in the question This is Greenbelt land. Same figures for housing applies here as above.
- We should be preserving the greenbelt, not destroying it. Part of the appeal of living in Durham is its countryside and green spaces.
- Do they want the whole bloody area to be under cement?
- only if brownfield sites are used first.
- All these houses are making our City far to big
- Would prefer any brownbelt land used first
- GREEN BELT HAS A PURPOSE WHICH IS NOT FOR BUILDING ON. PRESUMPTION MUST BE NO DEVELOPMENT cf DALE FARM IN BASILDON SHOWS THE LENGTHS COUNCILS WILL GO TO STOP GREEN BELT DEVELPOMENT
- As previously stated, all other avenues must be thoroughly investigated before final decisions are made. It may appear I am stating the obvious.....!!!
- Encroachment upon the green belt will spoil Durham's unique ability to contain itself within a small environment
- county durham has plenty of brownfield sites
- I thought 'Greenbelt' was supposed to be just that - GREENBELT!
- Totally against developing Green Belt/Farm Land

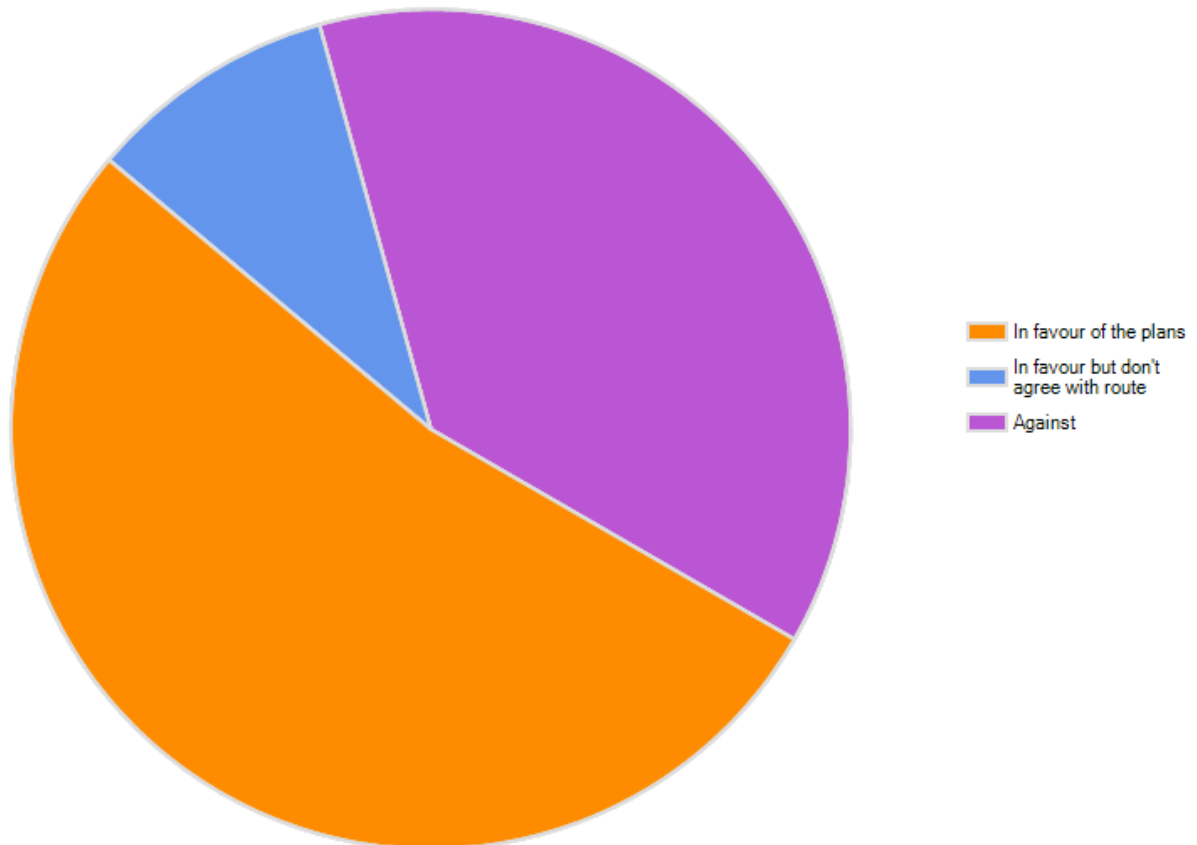
Do you think we need more housing in our area?



If new housing was to be built in our area what types of housing would you like to see?  
(tick all that apply)



**In respect of a Western Relief Road around Neville's Cross. Are you:**



<b>In favour of the plans</b>	<b>52.8%</b>
<b>In favour but don't agree with route</b>	<b>9.5%</b>
<b>Against</b>	<b>37.6%</b>

**Main reasons for being in favour in order of preference:**

1. To reduce congestion / traffic problems through Neville's Cross
2. To reduce congestion / traffic problems in Durham City
3. To improve access to villages to west of City
4. To help bring jobs to area

**Main reasons for being against in order of preference:**

- |  |                                    |
|--|------------------------------------|
| 1. Will cause damage to local environment / wildlife | 4. Cost                            |
| 2. Will result in more / over development            | 5. Unnecessary, congestion not bad |
| 3. Would rather see investment in public transport   | 6. Don't agree with route          |

**Comments in favour of Western Relief Road:**

- Better alternative to N relief road!!
- Congestion along the A167 is not just a rush hour problem.



- Durham is choked up with traffic as it is at present. This should have been done years ago.
- Help ease congestion in and around Nev's Cross
- I believe great consideration must be taken of the existing cycle routes and public spaces
- It's not in our immediate locality and the residents of Neville's Cross may not want this.
- Lived for 25 years in Nev's Cross bank and still have friends there. Traffic is excessive in the area.
- Long overdue
- Long overdue to remove peak time congestion across the City
- Neville's Cross has long suffered from traffic congestion
- Possibly in favour, depending on what would be involved. Diverting traffic away from City Centre would be a good thing though
- Should improve access to the A167 from villages west of the 167
- The A167 can not cope with the large amount of traffic during certain times of the day.
- The traffic past Durham Johnson is ridiculous in rush hour.
- This again has had many airings and opposed by residents in expensive housing.
- To handle present traffic volume
- To relieve Nev's Cross junction
- Too many accidents at Neville's Cross even if only minor.
- Traffic calming

### Concerns about the route of the Western relief road:

- just needs a slight re adjustment
- greenbelt land
- I would have thought that the route would have gone from Sniperley to either the Cock o' the North or even Croxdale.
- It needs to join the A167 further south
- Should go from cock of the north roundabout to reduce congestion around Neville's cross traffic lights.
- Sniperley round about is already congested - partly due to congestion from Neville's Cross and School Traffic (great plan to build a school on the main road by the way!). Will this just move the congested junction to Sniperley? The Southern End of the Road is not well connected to the A167 - it should be linking directly onto the A167 or onto roads that don't have congestion that are linked to the A167 or it won't ease congestion...
- Taking up all our green belt (REDEVELOP THE A167)
- The current proposal appears to start nowhere and finishes in a park and ride to take the traffic back onto the A167 at a small island that is already congested. We have studied this plan carefully and have even spoken to [removed] who we located at

County Hall whilst looking at plans for the new PHQ. I was interested how this road would alleviate traffic at Neville's Cross. He stated it was only for traffic coming from Crook and that North Bound traffic travelling along the A167 would still carry straight ahead. I was astonished. I then asked how a road could then go through the Park and Ride and go to a small island on the A167 which is congested now. He replied by stating that the Park and Ride would be re-designed. I don't see this anywhere in a plan, so how can that be. This proposal does not even fulfill its name of 'relief road.' The original plan of 15 years ago was ideal. When asked, he replied "that will never happen." I am appalled. Let's get the job done right and proper bypass installed round this city. Nottingham, York, Manchester, Chesterfield Leeds have all done why cant we.

- the exit point at Broompark effectively means the road leads to nowhere
- To sever a direct link to Bearpark is unacceptable, the financial impact on the village will be huge and personal impact on residents unacceptable

### Comments against Western Relief Road:

- If Northern Road goes ahead should relieve traffic at Neville's Cross
- A park and ride scheme at Stonebridge would reduce pressure on A690 for local needs.

- any new roads built will encourage housing development nearby
- By finishing on the A 690 the road will be useless in reducing congestion around Neville's Cross. Should be a full bypass (join A 167 further south) or not at all!
- Can see no benefit in this scheme adding an additional twenty minutes on my journey. One of the reasons we moved to this area was to be able to commute three easily miles into Durham - good bus route, excellent cycle paths and good reliable road as a key worker these are essential for us. We are also in easy access of schools allowing children the opportunity to be able to walk and cycle this will not be suitable with this proposal.
- Congestion is limited to rush hour. I regularly use the A167 at all times of the day and never have trouble getting through. If better and cheaper public transport was available more people would use it.
- Don't think new roads only answer-or even the best-need to reduce traffic at peak times. Ken Livingstone did it in S.E.London and in city centre.
- Firstly congestion on Toll House Road, Broom Lane, Neville's Cross Bank & Crossgate Peth are only an issue during school term time. The road will not reduce congestion on the A167, except at the Pot & Glass junction and will worsen congestion at Neville's Cross Bank & Sniperley roundabout as all points west of Bearpark are diverted those ways. Term time congestion on Toll House Road & Broom Lane could be eased by road widening to provide a City bound bus lane for the last half mile to the junction. Congestion on Neville's Cross Bank could be eased by removing on street parking and providing a City Bound bus lane. Congestion on Crossgate Peth could be eased by removing the on street parking (only used by people dropping their children at school) and providing a City bound bus lane. Currently there is no point taking public transport from Bearpark, Ushaw Moor etc as you end up in the same traffic jam as before. The £20m cost of this by-pass could be spent on cycle path provision and improvements and would provide the entire City of Durham with a safe convenient network practically from door to door, not a 'road to nowhere'.
- For A69 access that location would increase congestion in city centre unless the road skirted south too
- Generally not needed but some days traffic coming into Durham from the Crook road is very bad approaching bank at Nev's Cross.
- I believe it was Einstein who said that it was a sign of insanity to continue doing the same thing but to expect a different result. If building new roads did indeed reduce congestion, we wouldn't have any congestion now because new roads are constantly being built for this purpose. The money needs to be invested differently, probably in improving and reducing the cost of bus services. In Yorkshire I can take a half hour (on a good day) each way return bus ride for £5.50. A 15-20 minute bus ride in County Durham costs at least as much if not more and the busses are less frequent. Consequently I drive into town because it is cheaper to park than to get the bus. This needs to change.
- I do not believe that this idea has been thought through by the so called experts at County Hall. It will cause more chaos than leaving the situation as it is.
- I do not see how this will relieve the bad traffic congestion.
- I regularly travel from Newton Hall through Neville's Cross at all times of the day and have no significant delay to my journey.
- If the "development" of 1, 2 and 6 does not take place then such a road is not worth the destruction and disruption it would entail.
- If they build another road it will create a new perimeter that developers will want to build up to. The current plan I believe goes from nowhere to nowhere in terms of congestion relief. If they go ahead with plans to create more business in the centre of the city, this road will not help with the congestion as more cars will be entering onto the already overburdened roads in the centre.
- It doesn't apply to Witton Gilbert
- It will spoil the area
- more roads = more cars
- Most traffic on the A167 is people driving kids to school, very little traffic after 9am
- New roads not shown to reduce traffic in the long term - council should spend money improving public transport properly, ie ensuring adequate bus routes, buses that run to time, at times that people need them, subsidising routes if necessary. Also encouraging car sharing schemes. Building cycle routes too.
- Officially, according tot he Dept of Transport, there is no congestion in Durham City. The relief roads cause unnecessary damage to

valuable green belt land (the northern route passes through a nature reserve, an SSSI and ancient woodland. I am not that old but have seen in my lifetime hundreds of square miles of the country reduced to places with the landscape quality of gigantic toilet. The council should be showing some leadership in doing a lot more to discourage the car culture, instead of pandering to its blinkered destructiveness. Congestion could be reduced by using public revenue to subsidise bus fares.

- Old plans never go away - the Council was never happy at having its originally plan for a Western Road overturned several years ago! Yes, congestion exists at certain times, but it's not the worst congestion in the region by any stretch of the imagination. However, time and time again on a national basis, it has been shown that relief roads just generate more traffic and it will only be a short space of time before the relief road clogs up. This road will blight more lives with the upheaval of its development and its location as well as wiping out more green areas. The Council pays relatively token investment to public transport and that area was one of the first sectors highlighted for cuts in the recent reduction. It seems ironic that at the same time we are considering spending millions on a road scheme (a very 20th century solution) the Council is cutting public transport options.
- Particularly concerned with the proposal to cut the existing Toll House Road link with the A167. This is unnecessary.
- Probably high proportion of those people creating the daily traffic jam don't even need to be driving to work. Let them sit in traffic jam until it twigs that they should try and get to work by another means. Building a bypass will only facilitate more traffic growth.
- Such congestion as there is happens for a short time each day.
- The plan is unclear: put more reference points on the map. Organise a proper consultation on the plans: an on-line forum with the opportunity to comment and rate suggestions is a minimum requirement.
- The road will be detrimental to Bearpark and it's already suffering with just 2 shops and 2 takeaways. The proposed route onto the Broompark road near Stonebridge is untenable as the traffic cannot cope now at that roundabout; single lane with double white lines means traffic is already backed up

to the bridge over the railway line.

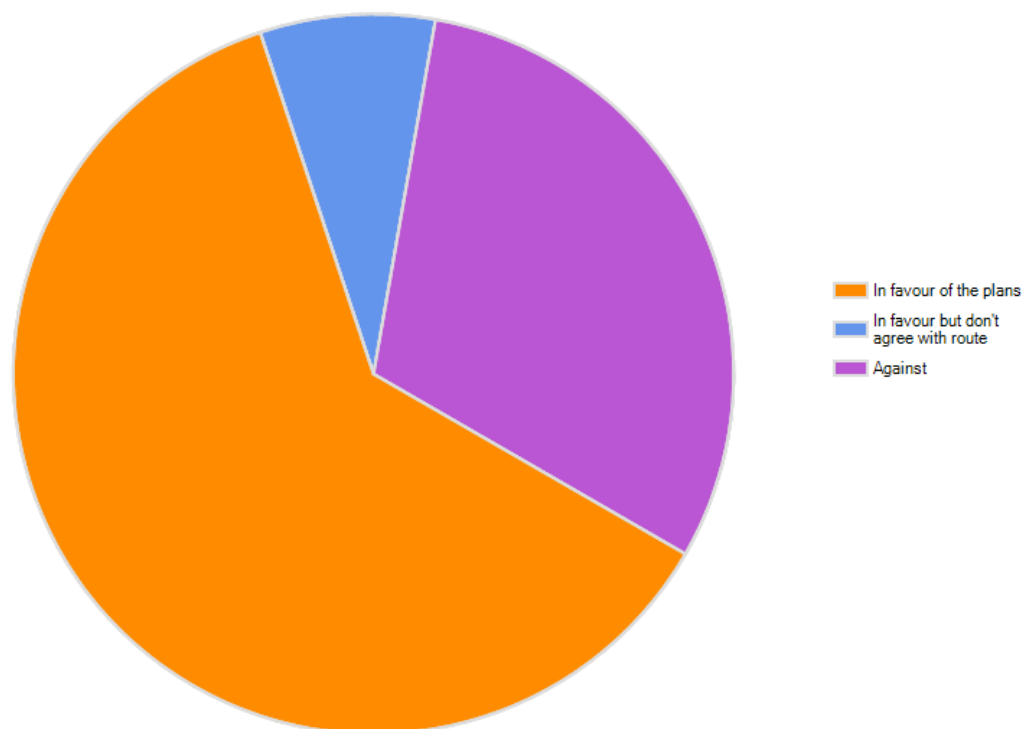
(Incidentally, people get so fed up at morning rush hour they overtake the line of traffic on the wrong side of the road, crossing the double white lines; a serious accident waiting to happen). With an increase in traffic this will be gridlocked.

- The sheer cost & environmental impact cannot be justified, when swimming pool & leisure centres have been closed the council should stop providing free parking at county hall & the university should do likewise
- There is very little sign of investment in public transport, pedestrian or cycle routes, and bus services are often being withdrawn. These should be addressed with a public strategy before considering to build more roads, which, in time, will also become more congested, useless, and carry pollution to a wider area (with consequences for public health as well as Durham's natural heritage).
- This is a beautiful natural area and should not be given a road across it. This will inevitably lead to 'filling in spaces' with more housing
- Totally against the road, will cross beautiful countryside. Traffic in Bearpark and Broompark is already very dangerous and the villages will be spoilt.
- Travel after or before the rush hours around Durham, one will see all the car parks and roads are empty.....
- Unwarranted and unacceptable level of environmental impact combined with increase in additional vehicular trips, not alleviation of congestion.
- Won't ease traffic in City.
- Would create extra traffic on other roads surrounding Witton Gilbert eg Sniperley to Consett.
- You only had to witness the chaos of the snow earlier this year when a 5 minute journey from Broom Park into the City took 90mins (the WORST JOURNEY TIME of anyone I asked about), whereas people living 20miles outside of the city could get in on time, but without having to negotiate the MASSIVE tailbacks caused by forcing all the extra cars through Ushaw Moor and Broom Park to the totally unbalanced roundabout at Stonebridge! The relief road will only make this worse! In bad weather the Bearpark and New Brancepeth options are blocked ALREADY, so we would be talking about ridiculous traffic congestion ALL YEAR ROUND instead of just in snow. Also cars turning RIGHT at Neville's Cross when

Lodes Barn Bank was closed last Xmas proved that the Road which DOES need improving is BROWNEY LANE down to The Honest Lawyer - that junction should be traffic lights, since the flow isn't balanced. That would filter off some of the traffic towards the South - no plans mentioned for that! The over-development of Willington, Langley Moor etc WITHOUT proper infrastructure planning has lead to this mess. Traffic Lights at the Stonebridge would ease some of the pressure - sadly you can't rely on drivers being polite to each other any

more! Broom Park is part of the City of Durham, yet its resident Voters are constantly being treated as if it doesn't exist and/or matter. Perhaps if more Council Members lived here, it would be different! This is Phase I of the by-pass you couldn't force through before - if you looked at encouraging jobs in Crook/ Willington/ Tow Law etc, then you wouldn't need these relief roads at all - the population would be happy to stay in their local area - no one enjoys a daily commute!

**In respect of a Northern Relief Road from Brasside to Belmont, crossing the River Wear. Are you:**



<b>In favour of the plans</b>	<b>61.5%</b>
<b>In favour but don't agree with route</b>	<b>7.9%</b>
<b>Against</b>	<b>30.6%</b>

**Main reasons for being in favour in order of preference:**

1. To reduce congestion / traffic problems in Durham City
2. To improve access to between Arnison Centre and Belmont

3. To reduce congestion / traffic problems elsewhere
4. To improve road links between Belmont and West of City
5. To help bring jobs to area

## Main reasons for being against in order of preference:

1. Will cause damage to local environment and wildlife
2. Unnecessary, congestion not bad
3. Will result in more/over development
4. Prefer public transport investment
5. Will impact directly on my life
6. Cost
7. Do not agree with route

## Comments in favour of Northern Relief Road:

- If Northern Road goes ahead should relieve traffic at Neville's Cross
- A park and ride scheme at Stonebridge would reduce pressure on A690 for local needs.
- any new roads built will encourage housing development nearby
- By finishing on the A 690 the road will be useless in reducing congestion around Neville's Cross. Should be a full bypass(join A 167 further south) or not at all!
- Can see no benefit in this scheme adding an additional twenty minutes on my journey. One of the reasons we moved to this area was to be able to commute three easily miles into Durham - good bus route, excellent cycle paths and good reliable road as a key worker these are essential for us. We are also in easy access of schools allowing children the opportunity to be able to walk and cycle this will not be suitable with this proposal.
- Congestion is limited to rush hour. I regularly use the A167 at all times of the day and never have trouble getting through. If better and cheaper public transport was available more people would use it.
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### Concerns about the route of Northern Relief Road:

- I agree it is probably needed but it must be with the least impact on the countryside and those living at or near the start and finish points. No point in taking the traffic away from one area just to have another area disadvantaged with increased traffic. Close to my home, moved to home for quiet area and lack of traffic on a road which sees people speeding daily. Don't want traffic to increase and don't want to have to move home due to the council deciding to destroy area.
- It needs to go from Mill Lane with an improvement of Cocken lane to Rainton
- MUST BE DONE IN CONJUNCTION WITH AND LINKING TO A DUALLED ROTARY WAY AND western relief road
- Should feed onto AIM roundabout directly.
- The end point in Belmont seems to be near the A1 junction and this could be a bottle neck. Could be more congestion around the Arnison Centre with the existing access road as it is.
- The route runs too close to an already congested area. It would ease the flow of

traffic into the Arnison Centre from a wider catchment and result in an unwanted volume of traffic.

- The route should actually link with the A691, otherwise the congestion on the A167 will not be relieved, and how are they going to get traffic the west of Durham to the motorway?
- this bypass should follow a more direct route to the A690
- this is an area not well served by road links but is an area a natural beauty
- Too many roundabouts to be crossed from A167.Extra traffic will restrict access to and from existing locations
- Will increase congestion around Arnison Centre / Pity Me. Would be better to route directly past the existing roads onto the A167 towards Plawsworth.
- With new houses and high congestion at Arnison all ready, could route lead directly to a167 with junction leading off to Arnison?

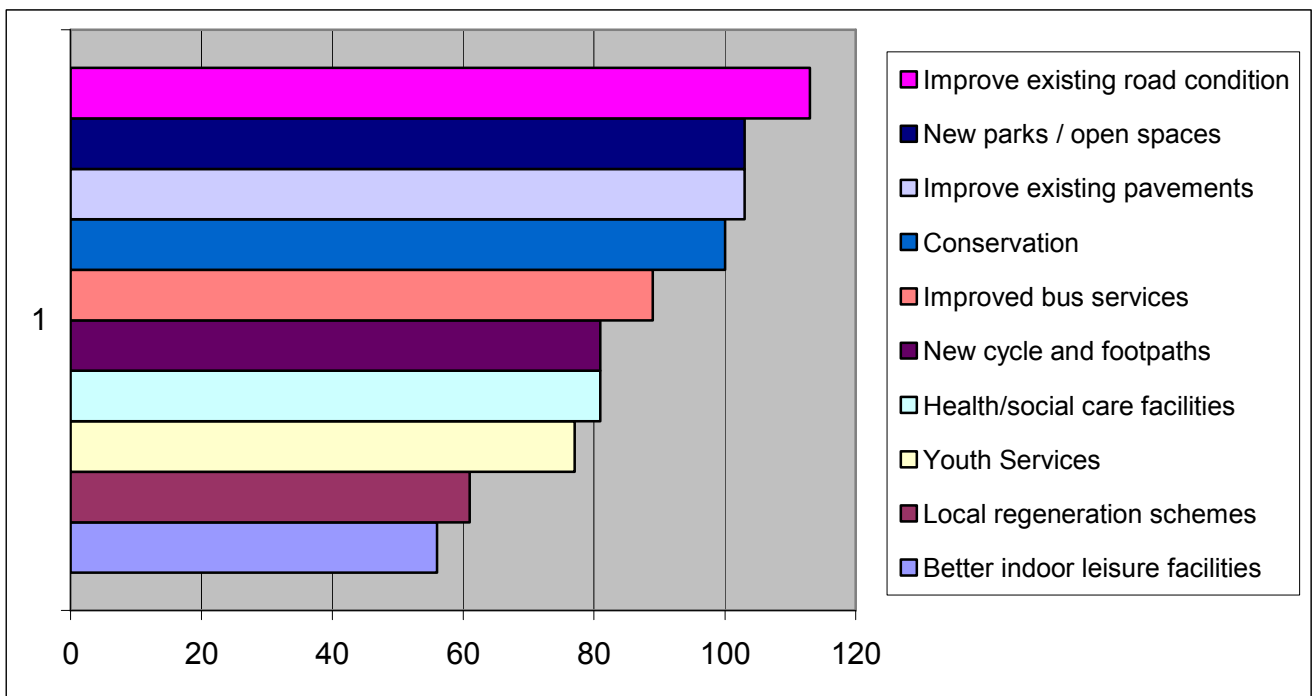


## Comments against Western Relief Road:

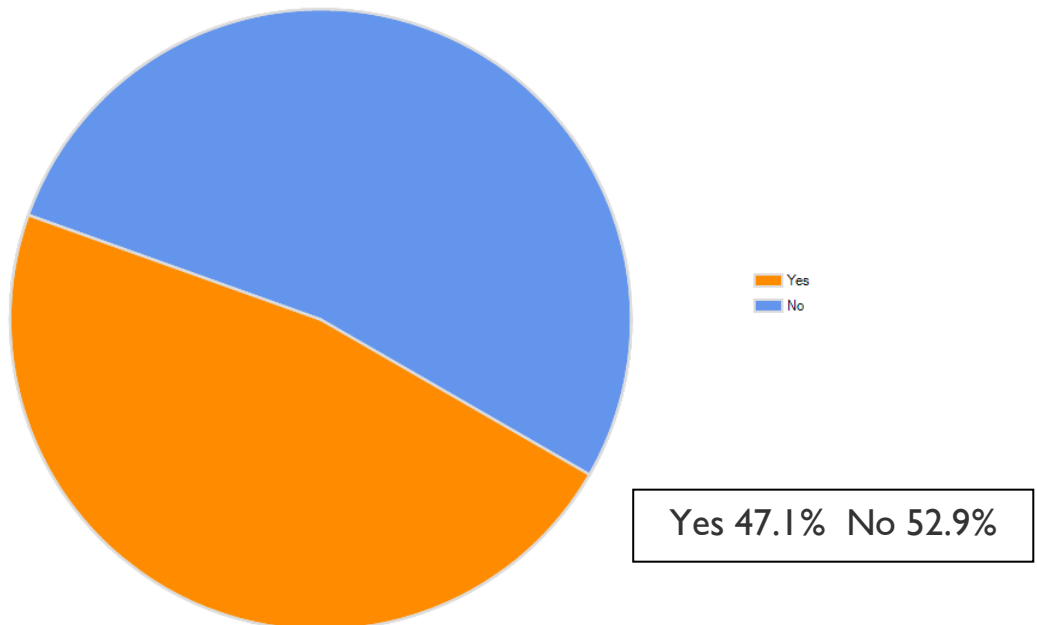
- It will totally ruin the whole countryside!!
- Not needed unless housing proposals go ahead. 2. Loss of greenbelt.
- Against but more in favour than road to Broompark.
- Building roads only eases congestion temporally. It just encourages people into their cars from public transport, encourages people to alter their route to the 'faster more convenient' route, encourages more people to leave later, eventually the congestion is as bad as before. Congestion won't be eased by building roads when the average user will be 1 person in 1 car. Congestion is eased by getting people walking, cycling & onto public transport.
- Enough traffic in the area as it is now. Why put more pollution in the air.
- Gross vandalism of heritage countryside
- History shows that new roads do not always reduce traffic in other areas, and it won't be needed if houses aren't built. Improve existing roads
- I am a Brasside resident and I feel there's no need for the road at all. I travel through Durham on a daily basis and the traffic isn't actually that bad even in rush hours whatever direction traffic is coming from ie Chester-le-Street, Sacriston, Consett
- I regularly go from Newton Hall to the motorway through Durham at all times of the day and have never been overly delayed. The majority of the hold ups arise from people going into the car parks and driving towards Neville's Cross, not Newton Hall. The green wedge from the sewage treatment works in Durham City to Brasside is an important wildlife area used by walkers, joggers and dog walkers. It is important for our health to avoid running in roads and Frankland Lane is the last remaining area for me to run off road. The River Wear at this point is also a dark corridor important for wildlife. The road will be for people pass through not for residents. If the road is built development in the green wedge will follow.
- It is not clear where exactly the new road will finish after crossing Wear. Organise a proper consultation on the plans: an on-line forum with the opportunity to comment and rate suggestions is a minimum requirement.
- Newton Hall will become a through road for traffic at peak hours especially, and we, the locals will be virtually queuing to use our roads.
- Prison access already increases traffic also safety issue
- Ruining a rural fringe of Durham; completely spoiling what is at the moment a perfect walk. Cycle route into town from Brasside; damaging irrevocably a nature reserve.
- See previous comments
- The new road will cut across my jogging route reducing the off road running still further. I will have to breathe in more car exhaust which will negate the health benefits of running. After the road is opened Frankland farm will disappear and houses will be built in the green wedge between Durham and the new road. This is currently a wildlife haven for bats, great crested newts, foxes, farmland birds and deer.
- Why build on green areas.
- Will cause an impact on other sites i.e prisons and communities and how they commute to and from their homes.
- Will dump more traffic at the Arnison Centre, already heavily congested.
- Yet more greenbelt land will be carved up and not convinced a new road is necessary



## What would you want to see money from a Community Infrastructure levy spent on?



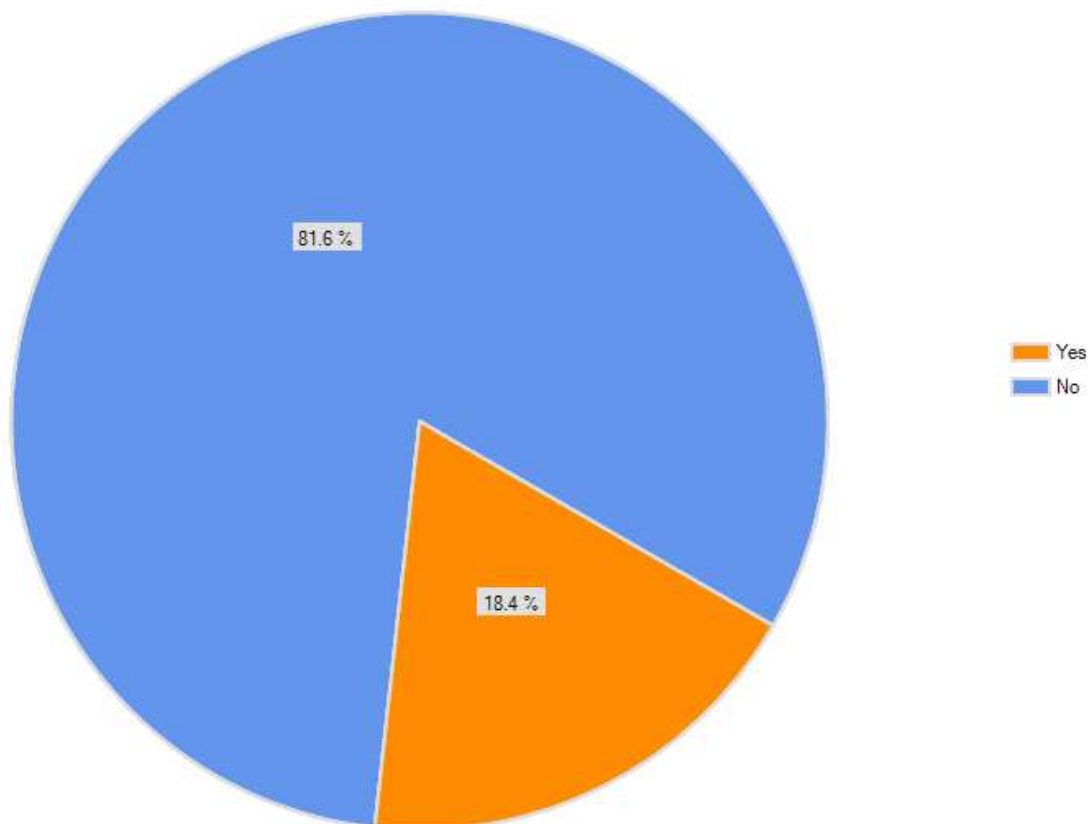
### Do you agree overall with the plans to redevelop Aykley Heads?



89% for improving access to train station  
 81% for improving access to Wharton Park  
 56% for replacing police headquarters  
 48% for replacing County Hall

87% against reducing green areas of site  
 64% against housing on Aykley Heads site  
 55% against building a business park  
 52% against replacing County Hall

**Do you feel you have been properly consulted on the County Durham Plan proposals by Durham County Council?**



**Some additional comments on overall proposals and consultation:**

- Don't build on the green belt 2. Develop further Belmont Industrial Park with perhaps a second under consideration (the owners of St Oswald's golf course will eventually sell the land to a developer - they have been trying for many years) 3. Scrap northern relief road - not required 4. Consider a western relief road to ease the A167 congestion. 5. Encourage more university on campus accommodation 6. Re-claim the city centre housing for more families and local residents 7. Consider the eventual replacement of the Police HQ but not under this current climate
- A bridge spanning the Wear is in my opinion a necessity now, and if building expansion goes ahead it would be a must for developers to contribute towards.
- Although the survey has been advertised and consultations accessible, I feel the majority of residents have been able to access these in the given time-scale.
- Build more industrial sites on the sides of the A690
- Considering the impact of the proposals the publicity surrounding them has been minimal.
- COUNCIL SEEMS OBLIVIOUS TO THE REALITIES THE SOCIAL COSTS OF SUCH A HUGE INCREASE IN HOUSING. SELF SERVING TO WANT TO REBUILD COUNTY HALL/POLICE HQ WHEN WE NEED AFFORDABLE HOUSING NOW
- Despite the consultation events that have been held locally there is no indication that any concerns or suggestions by local residents will be considered or that the plan is likely to be modified based on discussions held.
- Disagree with proposals on greenbelt and roads and houses. Enough housing available do not need new. Ask estate agents.
- Do not cut off Bearpark
- Dryburn Hospital is already pretty bad and more houses means more people and it would get worse. Let's face it the idiots sold the piece of land that was supposed to be kept in case the hospital had to be extended.

- Durham County Council continues to ride roughshod over the electorate- I personally will never forgive them for their refusal to ignore the decision of the referendum they held re the One council/ Local council issues.
- Durham's character needs to be protected. The market place has been a waste of money and an eyesore.
- Greenbelt is important to the city and county. these proposals are ill conceived, especially Aykley Heads where: a) The roads will struggle with the increased traffic b) stuck between Durham and the Arnison Centre it will have a negative impact on both.
- Have the economic benefits been costed properly? Do they include health benefits of green space?
- I am quite shocked and disappointed with the way I found out about this - it is quite concerning that a project of twenty nine million pounds which will have a major impact on my lifestyle - I was advised of this issue from my neighbour in an over the garden chat - come on this is not the way to treat people when you are making sweeping changes around them lets get this out in the open and stop trying to bring it by the back door wasn't this scheme around twenty years ago?
- I can only hope that enough people visit the site and make their views known.
- i don't think the County Council are interested in local people's views. This has been shown with previous issues. If there really is a need to build more houses and create economic hubs then this should be concentrated in the villages round Durham which have become desperate places with very little reason to exist apart from dormitory villages. They could do with something in their hearts to regenerate them. Concentrating this in Durham City will alter its character and the reason many tourists visit - forever.
- I have made many enquiries about future employment in County Durham to warrant the building of so many houses on Green Belt. I Have made several requests for the feasibility study report on future employment but have yet received nothing.
- I strongly disagree with proposals to develop Aykley Fields in this way. These fields must surely be declared a safe green area for the citizens of Durham to enjoy open spaces and magnificent views both now and well into the future.
- I would like to have had the opportunity to say exactly what I think of the Aykley Heads development - it will impact on me directly and I'm furious that I haven't been consulted. I've only heard about the developments through word of mouth which is shocking! Durham is a historic city, not a faceless business park, the whole thing is ridiculous and if you want my faith restored in your party, you'll make your voice heard on this issue and really make a difference.
- I would like to know why this present Council are so 'people unfriendly'. People do not attend their meetings because those in power do not listen to views expressed by those in attendance. It seems that this present council have the opposite of the Midas touch and this has been shown in so many ways. Certainly two words spring to mind with this authority. One is lunatics and the other is asylum. They seem to be in a constant state of muddle over so many issues. I wonder which escapee dreamed up the idea to take away the traffic lights at the bottom of Saddler street and the Market Place? Although they have now been replaced on a temporary basis, is this an example of the kind of person who we are trusting to make important decisions concerning our environment? This is only one example of the muddle headed thinking which seems to be systemic throughout our local Council. Let us all pray!!
- I would like to see an alternative assessment using an ecosystem services approach.
- Improve pavement at Elvet Bridge.
- It is the smaller communities of County Durham that need encouragement, a new heart, small industries, often new housing and infrastructure, thoughtful planning and money spent on them.
- It seems to me that Durham City is to take all the pressure off the rest of the county. It should be the other way round.
- Its a fair survey - I agree that the Council has played its consultation exercise very low key so that they can steamroll their plans through. Unfortunately, I believe that public opinion is largely ignored. The Council professes to consult, but the reality is they remain a very traditional, almost dictatorial organisation and once a plan like this is hatched it will be passed.
- Lack of publicity for the proposals. Nobody we have spoken to has heard of the proposed housing estates or the link roads.
- Leave the area around Durham green.
- Leave well alone, conservation of greenbelt is paramount
- At the recent local presentations there was plenty of hypothetical detail but not much fact. Any disagreement with the plans will

always come across as nimbyism. I just can't agree we need 3000+ properties on local greenbelt land. Whatever is promised would be see appropriate investment in roads, schools, etc. this is an ill advised long term plan for simple short term financial advantage. in 20 years saying "I told you so will be too late".

- Look to develop brown sites as a priority. Keep informed about used housing stock which is for sale in the proposed area. Encourage food production by local farmers and set up community farm shops. Do not contact.
- Money from building houses/roads is blood money.
- more needs to be done to get people to leave cars at home. Better for health and environment.
- more publicity for the World Heritage Site, Durham's greatest asset. Not enough is done to attract tourists.
- Brown field sites should be considered more to regenerate those areas.
- Develop the neglected and run down former pit areas in wider County Durham rather than destroy the small city fee of Durham. People chose Durham over conurbations at present because of this.
- Do these surveys actually affect the outcome? Historically it would seem if the planners want it, it happens, but they say "We have had consultation"! There are too many empty properties and unsold houses in the Village. Why do we require more.
- I have seen no cost benefit study. who will receive money for land on which housing is built. is funding for roads local or national? is any of this really necessary other than Aykley Heads.
- Use existing housing stock until no empty properties . Then only allow new build on demand at Arnison Centre site. Also include a proportion of self build.
- Better facilities at local hospital. have to travel to Sunderland, Bishop, Newcastle to see consultants etc.
- Hope this time residents will be listened to.
- No explanation at all has been offered for this large scale house building in an area. Still undergoing population depletion. What possible demographic justification can be offered for such large scale provision of housing for upwards of 10,000 people? Durham will never attract large scale commerce. Prosperity will depend on keeping Durham special as an island of comparative attractiveness in a despoiled region. all big business will go to Newcastle. To build is to destroy.
- No new housing and no new roads
- On consultation - The only knowledge I have is via the Lib Dems
- On the whole I find Witton Gilbert is well catered for. I have no particular wants
- Other cities in the country have been spoilt by overdevelopment DO NOT let this happen to Durham.
- People's views totally ignored by council.
- Planning permission was granted in between new road and Front St after inquiry in 1996. It needs squaring up anyway, plus would tidy it up. Some of those houses being built near Hartside should be built in Witton Gilbert.
- Please leave Witton Gilbert as a separate village
- Put a block on student lets and bring more housing in the City back into family occupation.
- Railway hopper station at Brasside with free parking?
- Re business parks. Why is more not done about the shops and businesses near the Arnison Centre. there are quite a few empty plots there. i'm sure there are others in the County. Get over to Bishop Auckland area there are lots of houses empty there.
- Reduce the population Reduce manufacture of rubbish
- Stop this council abusing their system of empire building to justify their roles and excessive pay. They have lost the concept that they are there to serve us. There are lots of business premises for sale and rent. We should be using brownfield sites. Our green belt is priceless! Vote them out. they are a greedy self serving council.
- Style of housing to make it look like it belongs is important. The new build near the train station is a GOOD example of this. There are a number of new built empty houses. These need to be filled before we build more! Nothing here describes plans for leisure across the city / county in the future... where's the Ice Rink? The public transport plans, etc.
- Suspend all housing in city centre. Focus on surrounding villages
- Thank you for giving us the chance to make our voices heard. I attended a council lead meeting on this and we were clearly not being listened to when we raised objections to the scheme.
- Thank you for the opportunity to take part in the survey. We hope that voices will be heard as at the moment Durham County Council do not seem to understand the

meaning of the word consultation. I have asked a number of times at meetings but get no answer. Their meaning of the word consultation is THIS IS WHAT WE ARE GOING TO DO.

- The Bus Lanes in Millburngate are totally ignored - they should be either be removed or enforced. Whoever has the statutory responsibility is completely failing in their duty.
- The Council in these austere times should concentrate on maintaining existing services. they should concentrate on their statutory compliance obligations.
- the council strategy seems to be as little information and consultation as possible and to make it a fait accompli. lip service is paid to residents - see the Meadows housing.
- The council's online survey was not available for long enough.
- The minimum requirement of a proper consultation is an on-line forum where all people can make suggestions, comment and rate all potential alternatives. Few public meetings can not be considered as a consultation. The job of the council is not to inform residents about plans, but to implement the best solutions that are suggested by all people.
- The so-called consultation and the remarks of the planning officer are those of patronising ideologues.
- The survey is ok, just wish it wasn't necessary in the first place. But the council is always looking for an excuse to mess up Durham ie north road, millburngate, prince bishops, the turning of Durham into a student village, the market place.
- The survey is ok. The way the planning department action, put forward proposals and change the goal posts monthly.....is the problem. My opinion is, solve the access into Aykley Heads ie Bridges over the rail line, and this will solve the problems
- These are difficult questions as more housing is going to be needed and transport in durham city needs to be improved to reduce the traffic and help support business. However we need to keep the character of Durham and the surrounding villages to maintain it as a lovely place to live. Open spaces contribute to that so of houses are to be built someone loses out. Before they are considered the council should be sure that all property that is presently there and not used is renovated and available before covering green belt areas. I can appreciate that some may be lost but this should be a last resort. As far as transport, really efficient public

transport schemes would allow people to use their cars less so going to work in Sunderland for example doesn't take over an hour by public transport. Buses that meet trains and direct routes so changing in Durham is not essential. Also the very good park and ride scheme is expensive if there is more than one occupant in the car. Its cheaper to park in Durham for a shortish period than to use the park and ride. Charging by the car would rectify this and make it a more attractive option thus reducing the traffic in Durham. All the schemes seem to have taken a lot into consideration and look as though they could be attractive developments but they will change things for a lot of people. That is true of all the houses we live in. I would hope that all other alternatives are looked into before they go ahead and that quality things like trees, wildlife corridors, play ares and environmentally sound construction methods using such things as solar panels and geothermal energy would be considered rather than putting them up as small and cheaply as possible

- these plans have been arising for 10 years. When they built the Arnison Centre a relief road to belmont was in the plan so the new plans are hot air or fact.
- This will directly affect my family as we live where plans are. We only found out by word of mouth. It would have been nice to be informed as this will have a huge impact on my family. We chose this home for its quiet, secluded location which won't be like that much longer. Disgusted by the plans and by the incompetent communication to home owners which are affected by this
- Plans on view at Cooper Hall are indistinct, not highlighting existing roads, railways, river etc.
- Councils should spend money on maintaining areas around Durham already established plus creating employment for local people. Roads, pavements, general repairs
- If development really necessary suggest sites of the old Durham Baths and former ice rink area - now derelict and unsightly.
- On consultation- they've done what they are legally obliged to do but the publicity hasn't been huge for such an important plan. I have spoken to Durham Wildlife trust and they say that some of the land the council wants to build on is of no particular wildlife value, whilst some of it provides a vital link between two environmentally rich areas. So it is important to urge the council to consult

- with conservation groups as to where to built and where to leave untouched.
- With all the new houses people will be rushing into Durham to visit the numerous charity clothing shops.
  - University policy directly affecting the City housing balance - ie the Outsourcing of student Digs forcing the working population to outlying settlements and causing this mess in the first place. The balance needs to be between residents (here 100% of time), tourists (fleeting visits bringing hopefully lots of cash) and students (here 2/3 time, very different life-style requirements to "adult" resident population)
  - Free 2 hr parking in City Centre
  - If extra housing is needed spread it out more thinly around Durham and nearby villages. Park and ride at stone bridge would help congestion at that end.
  - we have not been convinced that such a large scale building is necessary in this area. Greenbelt conservation around the River Wear and surrounding area is paramount to stress free living and therefore a healthy life.
  - We should not be losing any more greenbelt.
  - We would not have know about these plans if it had not been for the local newsletter. Residents should be consulted more when plans like these effect them.
  - What concerns me is that so little notice is being taken of comments made in the early stages of the repeated consultation exercises. There has been no explanation of why widespread comments opposing some proposals have been disregarded. My fear is that when the version of the Plan that will go to the inspector comes out, it will draw fewer comments because people will have been worn down. I also feel the approach to the Green Belt has been disgraceful. The Council is basically offering to tear up the green belt designation in exchange for cash for its pet projects.
  - What evidence is there that these proposals will have a beneficial effect on other parts of County Durham? Who will pay for the schools, surgeries and hospital places needed? Would they be provided before the houses are built? At present the Sniperley and Arnison areas link nicely with Brasside Pond and Pity Me Carrs Nature Reserve for wildlife and it seems a pity to undermine this.
  - Who will own all of these developments and what will happen to the millions of pounds generated. Will we ALL share in it, will we ALL benefit for generations to come or are we just been 'ripped off ' again?
  - Why cant we have visible community policing Police that like, yes like and enjoy being on their beat.
  - Why change all greenbelt areas to urban 'sprawl' and alter the unique atmosphere of Durham City plus the extra housing causes traffic congestion and will impact on green issues, further reducing Durham's traditional semi-rural ambience.
  - Will decide nearer time on voting. A bus shelter would be a great advantage at Finchale school for protection against the wind and rain. No contact.
  - Witton Gilbert must stay as it is.
  - North Road is a disgrace. It needs a revamp
  - Yes, you say these are the plans of the County Durham Plan, sounds like a done deal to me.. Consultation should not tick a box, but ask the residents of Durham then decide on a plan and not the other way around. This consultation should be on view in every area for months at a time for everyone to have an opportunity to give an opinion, not just an evening when no one has heard of it.