

**DURHAM CITY NEIGHBOURHOOD PLAN
PRE_SUBMISSION CONSULTATION
COLLATED COMMENTS FROM QUESTIONNAIRES, WEBSITE AND EMAILS**

27 January 2018

This is a collation of comments not an analysis of their content. It has been placed on the website for members of the public to be able to read the responses to the consultation for themselves. The Forum is currently analysing the content of all the responses, leading to amending the draft plan as applicable.

The comments have unique codes as follows:

- EQ = electronic questionnaire response
- Q = paper questionnaire response
- EM = email response
- WC = web comment

However, no personal details have been provided.

The comments are organised under the Plan themes. Comments relevant to more than one theme/policy have been copied to all of the relevant locations. Under each theme there are sections for each policy, where comments that specify a policy by name/number have been listed. However, comments in the main part of the theme may also be talking about particular policies but without naming/numbering them.

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COMMENTS ON THEME 1: A CITY WITH A SUSTAINABLE FUTURE

Location of Theme details on the website: <http://npf.durhamcity.org.uk/the-plan/contents/theme-1/>
Theme available as a pdf file: <http://npf.durhamcity.org.uk/wp-content/uploads/2017/10/SustainableTheme.pdf>

EQ05. Consideration for pedestrians and cyclists consistently Copied to Theme 5

EQ08. Durham is a city of historic importance and its sustainability will rely on it remaining relevant as both a city of history but also as a pioneering sustainable city

EQ13. Improved paving and lighting should not always be taken to mean more. Some road and path surfaces are best left as they are, apart from obvious repair. Parts of Durham have too much lighting. Illumination of the cathedral encourages planners to provide excess lighting elsewhere. Tracks without vehicles such as Clay Lane Should avoid lighting.

EQ15. Sustainability must be put before profit by the Planners in Durham

EQ18. Important that brownfield sites are utilised first
New buildings not to dominate views of heritage sites Copied to Theme 2a

Q04. Although I don't have a job as there are either no jobs on my chosen career or jobs a few miles out that either require further education or voluntary work In ... places ... of up to 6 to 8 weeks and I am 35 years old and am too old to do a level 3 qualification but require further work experience there are either jobs but no voluntary placements or jobs that ask you to do a further qualification or ...

Q07. 4.19 Control of Taxi Ranks & Illegal parking on Claypath. Taxis with engines running affects air quality. Copied to Theme 5

Q09. We need more retail shops in the city eg John Lewis. Small business need to be encouraged to invest in shops (Less rent to pay) which would attract tourists in eg gift shops. Less coffee shops and charity shops. Copied to Theme 3

Q12. The University has grown too large for the size of the City. Further expansion should be resisted. Copied to Theme 4

Q13. We must always remember that it is a small city which would lose its charm if it was allowed to spread further out into green belt. The green area surrounding the city must be protected for the future. Copied to Theme 2b No more buildings like the dominating 'spider' building on the Stockton Road which completely dominates the area in a very unpleasant way.
The Market Place was re-developed against the wishes of the majority of the population & might be made slightly more presentable by the removing of the chunks of concrete purporting to be seats & replacing them with more traditional seating Copied to Theme 2a

Q15. There should be greater emphasis on brownfield sites

Q18. I endorse the protection of the Green Belt and biodiversity. I feel that the Green Belt can contribute to "public benefit" it is not simply a barrier to development but a resources as a public green space with access for leisure pursuits (G4) Copied to Theme 2b

Q19. I agree with neighbourhood plan aims & comments. Vitally important to address what you have noted. This needs to occur quickly, very important to protect what we have left before there is further loss.

Q22. Coherent & communicated recycling firm across the city = coordinate w/ Uni as theirs is bad too. Copied from Theme 4

Q28. I agree with it, but would feel it is very idealistic and general.

Q32. As your summary says " isn't sustainability just mother hood & apple pie – no one could disagree:

EQ26. Several out of character have already been built or approved which will not help if people appeal refusal Copied to Theme 2a

EQ27. Green belt sites need to be protected. Copied to Theme 2b

EQ30. Agree absolutely with everything you say.

EQ31. Slightly amending of the wording of the vision statements to provide consistency of wording with the overall vision would be helpful. For Theme 1: Durham City will have developments that meet current needs without limiting the ability of future generations to meet their needs. All new development will contribute to a long-term sustainable future for Durham City by ensuring a satisfactory balance among environmental, social and economic outcomes.

EQ34. I support both these sustainable proposals

EQ35. Building need to be in keeping with layout of Durham

EQ39. Quality development with a social conscience is important to me

EQ42. All future developments in the city must meet clear and sensible environmental, social and economic benchmarks in order to protect and prioritise the well-being of it's residents and visitors, and to preserve the heritage of our built-environment and local ecology for future generations. I fully agree with all recommendations put forward in this section of the plan.

I welcome the plan's proposals to protect the city's biodiversity and geodiversity alongside the promotion of 'green' energy development where feasible. Copied from Theme 2b

EQ45. I approve of the sustainability thread running through the plan.

EQ46. All new developments and renovations should be sustainable and climate change should be considered. All builds should be as energy efficient as possible. Conservation areas should be preserved! Copied to Theme 2a

Would add to H5 that development proposals must also be climate-considerate and sustainable. Copied from Theme 2a

Q39. A worthy ambition

Sustainability is a huge concern = massive work needed. Copied from Theme 6

Q42. The Social Function: The needs of an increasing population of older people. There is not an adequate provision of suitable housing for this age group. The emphasis so far seems to be only student accommodation. Copied to Theme 4

Q48. Ease of access must also include disabled people i.e. wheelchair users, blind, deaf and also people pushing prams.
Provision for cyclists must not be at the detriment of pedestrians.
Copied to Theme 5

Q49. Need more car free areas Copied to Theme 5

Q53. Adherence to these principles will in the long run prove economical. Respect for the greenbelt and biodiversity is essential for the future. Copied to Theme 2b

Q56. The right balance must be struck between private / commercial development and public interests, whilst protecting the environment etc.

Q57. See attached comments [provided as pdf file AttachmentQ57]

Q58. 4.19 Indicates that NP's have limited means for addressing Air Quality. Nitrogen Dioxide is a serious issue for parts of Durham City. This should be addressed specifically in the NP to encourage the County Council to be more active in addressing this.

Q60. I'm glad that sustainability is such a strong theme in the Neighbourhood Plan. Green Belt shouldn't be built on. Copied to Theme 2b

Q61. I am in complete agreement with the entire plan. Copied to Further Comments

Q64. While I agree with the broad aims I am concerned that currently pedestrian crossings at lights etc. are not well designed for pedestrians in timing and siting. I consider the proposals for the new bus station to be flawed and unnecessary. Copied to Theme 5

Q66. The proposals for the conservation areas need to be enforced.

Q69. The effect of proposed developments on existing residents should be considered. Student accommodation should be developed substantially on college campus sites and proposed student developments diverted to other housing needs. Copied to Theme 4
As regards transport, vehicles transiting the city should be diverted to new by-passes, thus helping the air quality problem and easing current congestion. Copied to Theme 5
Green energy – we should avoid further wind turbines. The County already suffers grievously from a plethora of these grossly expensive and unjustifiable eyesores. Copied from Theme 2b

Q74. Has to be done in context of realistic resources

Q75. Any future developments must include impact assessments with regards to its 'fit' within the city landscape and its provision of appropriate transport links ie walking, cycle routes, public transport. Copied to Theme 5
No further encroachment on Greenbelt, utilisation of brownfield sites and refurbishment of existing structures wherever possible. Copied to Theme 2b

WC13 Comment on your post "Chapter 2: Introduction"
Sustainability-the "golden thread"

The way in which the principles of sustainability are interpreted and applied are, in my view, of paramount importance to planning decisions with the potential to damage Our Neighbourhood.
Balance within the Plan

My sense, at the moment, is that the draft Plan does not quite strike the right balance between seeking to conserve and protect all that is good about Our Neighbourhood and promoting and enabling beneficial development.

This will be difficult to achieve when the role of Neighbourhood Planning Forum is constrained the way it is.

Hopefully the opportunity may still exist to redress this imbalance by seeking to further strengthen the Implementation Section.

WC58 Comment on your post "Theme 1: A City with a Sustainable Future"

I support all of the listed measures and would like to see more work on low carbon energy and the possibilities in Durham.

Would it be possible to draw up a map showing low carbon energy sites of interest?

These could include the Rivergreen Centre and the Archimedes Screw on the river Wear, and maybe sites outside the boundaries of the Neighbourhood Plan such as Sacriston Medical Centre and Harehope Quarry near Frosterley (which have won environmental awards). There must be other interesting micro/community initiatives out there worthy of attention and the Durham Energy Institute is a mine of information.

If energy prices rise and new forms of energy/better insulation & energy efficiency become pressing needs then people will need inspiration and guidance. It would be great if Durham could build on its coal heritage to be a '21st century energy city' with cheap and sustainable energy for householders and businesses.

WC71 Comment on your post "Summary: Theme 4: A City with Attractive and Affordable Places to Live" Copied to Theme 1

All new houses should be built to conserve as much energy as possible. This will make them cheaper to run and help the environment. We absolutely must try to return houses built for families to families. I agree with this policy.

WC74 Comment on your post "Summary: Theme 1: A City with a Sustainable Future"

I agree with this policy.

WC82 Comment on your post "Theme 1: A City with a Sustainable Future"

I wholeheartedly agree with the policies. I strongly wish that the Planning Department scrutinises all proposed developments to ensure that they are not just for profit but also sustainable.

WC94 Comment on your post "Plan as pdf" Theme 1 Copied to Theme 4

In the section on sustainability and planning the guidelines are too vague - 'as many as possible' and as appropriate. Protecting green belt should be paramount, with sustainable energy use and climate change resilience next. Dense use of land is not part of desirable attributes of a plan, but this is one of the most important features to prevent use of green belt, reduce travelling distances, and thus make cycling and walking more desirable.

There should need to be a proven demographic need for development, in the case of residential development, by comparison of number of residences with certain number of bedrooms and number of families in permanent residence together requiring that number of bedrooms. In general household size is shrinking so never mind squeals of developers, smaller properties are needed, not luxury developments.

WC120 Comment on your post "Summary: Theme 1: A City with a Sustainable Future"

I am very pleased to see sustainability placed at the centre of this Plan, and particularly welcome the fact that sustainability is given a meaningful definition, rather than being used as a general but empty term of approbation.

WC149 Comment on your post "Theme 1: A City with a Sustainable Future"

WC15 and WC151 has made some very observant and worthwhile comments, I would agree.

WC151 Comment on your post "Theme 1: A City with a Sustainable Future" Copied to Further Comments, Theme 4

THEME 1. Upon reflection I am clear that by far the biggest single challenge facing the City in the Plan period will be how the University will be permitted to progress its further growth aspirations and how the further worsening of the already severe imbalance between "Town & Gown" can be managed.

Further University growth within the City on the scale recently announced will further substantially damage our City, create further pressures on infrastructure and support services, and challenge sustainability.

Would I be naive in hoping that, once the Neighbourhood Plan is approved and in place, the planning system will enable unsustainable planning applications submitted piecemeal to be identified and rejected?

At this late stage is there any way that the Neighbourhood Plan could include an additional provision which might give the City greater protection against University menace? Not an easy question, but worth thinking about.

WC211 Comment on your post "Theme 1: A City with a Sustainable Future"

First, it was good to see the bringing together of the County Council's aims in the "Context" coupled with the discussion of where the Neighbourhood Plan could fit in this context.

It struck me that part of this theme should be about using "brown field" sites for developments in the first place thus sustaining green space. I appreciate that this is also covered later.

The comment about the University development [WC151] is well made and its impact on the environment and local services. The impact on local service funding is important given the increased call on local government and health services none of which will receive increased funds as a consequence and in some cases income will be reduced. Copied to Theme 4

Policy S1: Sustainable Development Requirements of All Development and Re-development Sites

Q11. 2. and 3. under Policy S1 are most important to retain the character of Durham.

EQ25. Two very thorough and comprehensive policies.

S1.7. is particularly important to resist some of the unsustainable aspects of the university expansion, like the demolition of Dunelm House. Copied to Theme 2a, 4

One point I think that might not have been considered is food sustainability and food waste, and working together as a community to ensure we reduce this. Maybe a mention of support for local projects that are trying to tackle this issue would be helpful? Copied to Further Comments

Q29. S1: I agree with the statement but have no confidence that it will be applied, based on previous promises and resulting developments. Local residents needs have not been considered or protected.

EQ52. I agree with all of S1. A mix of uses is important so that student accommodation does not predominate areas and local communities can flourish.

Wildlife and green spaces are important and must be preserved.

Preservation and enhancement of conservation areas and heritage assets is particularly important. There should be a presumption for preservation and re-use of buildings. New buildings and alterations to existing ones should be sympathetic and in-keeping with the historic area and buildings should be restored rather than being allowed to become dilapidated so they can be knocked down and replaced with something new. Permission for anything other than restoration should be refused where a heritage asset has been allowed to deteriorate over a period of time.

Large student halls of residence and other complexes should be built out of traditional materials rather than cladding and should not be prominent in the skyline. Character and local distinctiveness, tranquillity and contribution to the sense of place are appropriate factors to consider for development. Planning should seek to reverse concrete developments and 60s / 70s for buildings more in keeping with the character of the city. Traditional shop frontings should be encouraged.

Public art and public facilities including seating and toilet facilities (including for disabled) are important. Public transport and good access for pedestrians, runners, cyclists and public transport are important. Taxis should be limited as huge rows of them add little to the city and add to congestion. Copied to Themes 2a, 2b, 4, 5,6
Vacant shops and buildings should be re-used.

Q47. S1: paving is hazardous in many areas Copied to Theme 5

Q62. The headline wording of S1 and S2 is too vague: "as many as appropriate of the following" will lead to approval. What if none of the clauses is met / achieved? How many is appropriate? Who determines what is appropriate?

Q68. S1 Should also include disabled access. We have an ageing population. We need to take this into account

WC15 Comment on your post "Theme 1: A City with a Sustainable Future"

POLICY S 1. I support all the listed measures, but I would suggest that the second line of the opening sentence should say "...would promote as many as possible of the following measures." That might better encourage planning applications which help to promote sustainable development.

WC112 Comment on your post "Policy S1"

The SRA fully endorsed this policy and placed particular emphasis on protecting the Green Belt and promoting resilience to climate change.

WC185 Comment on your post "Policy S1" Copied to Theme 5

In its policy setting out requirements for all development and re-development sites in the City, the Plan draws attention to the need for a coordinated approach to paving, lighting and signage. We endorse this part of the policy, and also the part which draws attention to the need for ease of access by public transport, walking and cycling, to all development and re-development sites, provided that means ease of access for all residents and visitors, including those with disabilities.

WC212 Comment on your post "Policy S1" Fully endorse the set of criteria in this section

Policy S2: Sustainable Development Requirements of All New Building Developments Including Renovations and Extensions

EQ43. Re: Policy S2.9 - Appropriate adaptation for re-use of existing buildings in the city centre is something we wholeheartedly back as an organisation. We would like to see evidence that property owners have explored the potential for adaptive re-use of primary and secondary frontage premises before permission is granted for demolition or major alteration, unless the usage is deemed to be a priority i.e. appropriate to town centre use as defined in the Economic policy proposals. Copied to Theme 3

Q29. S1: I agree with the statement but have no confidence that it will be applied, based on previous promises and resulting developments. Local residents needs have not been considered or protected.

S2: See previous comment – work so far carried out does not demonstrate these themes.

EQ40. S2 describes very high standards, they will not always be achievable, but the emphasis must be on developers to provide compelling reasons for the hopefully, minority of cases when these high standards are not met.

EQ52. I agree with all of S2. Keeping harmony in an area is particularly important. Appropriate adaptation and re-use vacant buildings is important, particularly where they are of historic interest. Ensuring privacy to neighbours is important.

Q62. The headline wording of S1 and S2 is too vague: “as many as appropriate of the following” will lead to approval. What if none of the clauses is met / achieved? How many is appropriate? Who determines what is appropriate?

Q68. S2 Buildings should not be built to minimum building standards but to best practice. Plans for new builds and refurbishing must be assessed by a qualified access consultant not an architect who thinks he knows.

Q76. S2-1: Attempt firstly if possible to always try to reuse historic buildings or partially reuse them, to adapt them and include appropriate renovations and extensions. Reuse their materials and architectural features. Copied to Theme 2a
This should be included also on p.4.16 regarding resilience to climate change.

WC15 Comment on your post "Theme 1: A City with a Sustainable Future"
POLICY S 2. I support all the listed measures and, as for Policy S 1, would wish approved developments to promote as many of them as possible.

WC106 Comment on your post "Policy S2" The SRA fully supported this policy.

WC213 Comment on your post "Policy S2"
Fully support the criteria in this section with particular emphasis on the architectural styles and local impact. The development of the PBSAs in many places is a good example where this, in my opinion has failed to date as we see the solid walls of the developments at Nevilles Cross and County Hospital. Heavy visual impact. Plans as considered currently often don't set the buildings in their local context. There are other examples in progress.

Policy S3 - suggestion for a new policy

Q43. I think the quality of new development in the City is barely adequate for an ordinary place, let alone a Cathedral City with a World Heritage site, A Policy S3 is needed that requires any sites above a minimum size to have a design brief or for larger sites a master plan

COMMENTS ON THEME 2a: A BEAUTIFUL AND HISTORIC CITY – HERITAGE

Location of Theme details on the website: <http://npf.durhamcity.org.uk/the-plan/contents/theme-2a/>
Theme available as a pdf file: <http://npf.durhamcity.org.uk/wp-content/uploads/2017/10/HeritageTheme.pdf>

EQ03. All of Durham heritage needs protection not just the main tourist/historic sites.

EQ05. Some of the best views of the cathedral and castle from surrounding vantage points are disappearing behind maturing trees. Future planting of trees should take this into account i.e. It might be that where some trees are lost to disease, landslides etc they should not be replaced with the same species. Copied to Theme 2b

EQ11. The attraction for visitors is Durham's unique character - particularly the central area. I believe that the future success of the City must absolutely seek to preserve this. I am the parent of a student studying in Durham and feel that the attraction of the University is very linked to the character of the city centre.

EQ13. Partially wooded land on Peninsula next to the river should be left free of all constructions apart from seating and the present boathouses. As far as possible, the banks should be left to return to forest. Copied to Theme 2b

EQ14. As a unique city, it is up to us, the residents of Durham, to fight to retain its unique qualities. Loss of green belt, increases in the student population, and over development of unaffordable houses, HMOs and PBSAs, all detract from the beauty of this wonderful city. Copied to Theme 2b

EQ15. I wholeheartedly support these policies.

Durham has a wonderful legacy acknowledged by the World Heritage status. The enhancement and protection of our City requires the establishment of a "Durham vernacular" in the architectural design of new builds – not the current vandalism of sites and views of the City and surrounds and disgusting and poor designs for new builds, driven only by maximising profit. If we go on like we are, we'll end up looking like every other city/town in the UK

EQ18. New buildings not to dominate views of heritage sites Copied from Theme 1

Q03. Ban the use of property 'To let' boards they are becoming an eyesore in the city streets. Promote more student accommodation nearer the university Copied to Theme 4

Q04. I live outside of Durham X 2 miles and I think that the amount of houses within the area is taking away ... and beauty but not only that there are large amount of houses and my neighbourhood is only small

Q07.

93.1 (?G3.1) Footpaths need improving.

91.4 (?G1.4) Public rights of way need improvement & signage Copied to Theme 5

91.9 / 9.10 (?G1.9 / G.10) clearing of rubbish & waste products on River Wear Copied to Theme 2b

Q09. Less student accommodation and more to install community life. Copied to Theme 4

Q11. What's often ignored is how retail occupancy & student accommodation grab views of Durham's sights that should be available more widely, 'zoning' would address appalling decisions

to shift the Bella Pasta / Cafe Rouge building from dining to clothing retail, for example. Copied to Theme 3

Q13. No more buildings like the dominating 'spider' building on the Stockton Road which completely dominates the area in a very unpleasant way.

The Market Place was re-developed against the wishes of the majority of the population & might be made slightly more presentable by the removing of the chunks of concrete purporting to be seats & replacing them with more traditional seating Copied from Theme 1

Q15. The former Water Board building (I think) – Oldfields Restaurant has been demolished recently. It shouldn't have been. It had interesting features, inc. windows which should have been retained.

Q19. I can't agree strongly enough. So much has been spoiled, your neighbourhood plan is desperately important & I would like this all to be implemented by our council without alteration. Protection & control in this area is vital.

Q25. URGENT PROJECT: possible location former Loveshack – Estate House, Sadler St
Page129 Project 14 Visitors & Tourists STORY OF DURHAM. P12 Consultation Draft: 'What is good about Durham City Centre' star ratings indicate the public's concern for heritage – WHS & Historic City. Ref to P24 4.28'Appreciation and understanding of the history and heritage of the City and WHS of Norman Castle and Cathedral to encourage informed participation in caring for this heritage for the cultural benefit and well being of present and future generations?
Durham City has a unique story as the ONLY prince-bishopric in the UK, with a fascinating history. It needs not only a visitor centre, but a vibrant imaginative museum / interpretation centre. Local historians: ... are mines of information. NOT TO BE LOST.

Q26. Unless the World Heritage Site is protected from inappropriate development there could be a danger that UNESCO would withdraw World Heritage Site status.

Q28. I agree here, particularly about sensitivity to massing and height.

Q29. I agree in principle with aims but previous development in Durham does not demonstrate any of these statements / aims.

The character has been destroyed in Durham and visitors / residents alike do not feel comfortable with new face of city.

EQ24. One of the major attractions of Durham city is the heritage it has. It's the third oldest university with a cathedral about 1000 years old. To lose these aspects would be to lose much of the city's attractiveness.

EQ25. S1.7. is particularly important to resist some of the unsustainable aspects of the university expansion, like the demolition of Dunelm House. Copied from Theme 1

EQ26. Several out of character have already been built or approved which will not help if people appeal refusal Copied from Theme 1

EQ30. Agree totally

EQ31. Slightly amending of the wording of the vision statements to provide consistency of wording with the overall vision would be helpful. For Theme 2a: Durham City's local heritage will be preserved and enhanced for the cultural benefit and health and wellbeing of present and future generations.

EQ34. Fully support

EQ35. Durham should be proud of what we have contributed to it at each stage of its development

EQ39. I feel especially strongly about the 'character areas' but strongly endorse all six policies.

EQ40. The uniqueness of Durham must be preserved or it will just become 'anytown'.

EQ42. I strongly support the plan to conserve and enhance the WHS via the World Heritage Site Management Plan and proposed boundary expansions. Development proposals must guarantee the safeguarding of existing (as a minimum) views of the WHS from and to the local neighbourhoods (which clearly they do not sufficiently consider at present) and should in terms of appearance and materials be sympathetic to the WHS and/or local neighbourhood.

EQ46. Conservation areas should be preserved! Copied from Theme 1

EQ49. The city's unique character has already been damaged by the number of inappropriate developments that have been permitted in the last decade. It is essential that stronger controls are applied in the future to meet the heritage objectives of NPPF.

EQ51. There is plenty of brown areas so need to encroach on green belt land. Copied to Theme 2b Preservation and enhancement of conservation areas and heritage assets is particularly important. There should be a presumption for preservation and re-use of buildings. New buildings and alterations to existing ones should be sympathetic and in-keeping with the historic area and buildings should be restored rather than being allowed to become dilapidated so they can be knocked down and replaced with something new. Permission for anything other than restoration should be refused where a heritage asset has been allowed to deteriorate over a period of time. Large student halls of residence and other complexes should be built out of traditional materials rather than cladding and should not be prominent in the skyline. Character and local distinctiveness, tranquillity and contribution to the sense of place are appropriate factors to consider for development. Planning should seek to reverse concrete developments and 60s / 70s for buildings more in keeping with the character of the city. Traditional shop frontings should be encouraged. Copied from Theme 1

EQ54. Insufficient protection is given to the listed buildings and the historic street environment of Saddler Street by allowing heavy vehicles to use this area on a regular basis. Heavy vehicles should be banned unless needed to transport building equipment for the use of conserving buildings, and permits for this type of use should be required. The street now feels quite dangerous for pedestrians because there are so many lorries, large vans and over-sized Cathedral buses using it. Copied to Theme 5

Q39. Avoid needless demolition

Q43. It is not clear what the essential differences in character actually are. It seems that it is left to the developer to say what that is and the local authority to say it agrees. A stronger description of these qualities is needed. Also it seems that a well-designed modern building that complements the character of the area would be refused on these terms.

Q45. I especially appreciate the emphasis on sightlines. The views around Durham are stunning and deserve to be conserved.

Q47. Be good to see new developments just beginning to honouring some of these principles.

Q48. It is a pity the developers cannot be made to reduce the height of the New Gates as was done so many years ago with the University Library.
Surely the old cinema in North Road could be converted into something useful (but not for students) Copied to Theme 4
We need an Art Gallery and a much bigger and more central heritage centre than Mary-le-Bow.
Copied to Theme 6

Q53. All basic common sense as we want the best for the whole area.

Q56. Protections should extend to the Durham Bowl and the Green Belt. Copied to Theme 2b

Q57. See attached comments [provided as pdf file AttachmentQ57]

Q59. It is important to pay attention to spaces as to buildings

Q62. County Hall, Millburngate House, industrial buildings near bottom of Back Western Hill, Dunelm House, Whinney Hill School should all be removed from Appendix C1 in my opinion.

Q63. Para 4.55 line 10: the Nevilles Cross stump needs ongoing maintenance as well as restoration

Para 4.59 reference to Appendix C: the lists in this Appendix need careful scrutiny, e.g.

Table C1 Area 3 Hawthorn Terrace: delete or re-word Neville's Cross Social Club

Table C1 Area 4 Church Street: add Charley Cross

Q64. See above comment on the bus station. The new proposed station will cause light issues within a listed building and is entirely inappropriate. Refurbishing the current station would be much better. Copied to Theme 5

Q66. The proposals for the conservation areas need to be enforced.

Q69. Existing landowners and occupiers should be tasked with ensuring buildings within the Conservation Area and the WHS should be brought up to a modern and high standard of appearance. Kingsgate Bridge is an obvious and sorry example of such neglect and needs a radical clean and regular maintenance. Other property, often occupied by students is often in a poor state of repair, and this needs to be urgently addressed. Copied to Theme 4

Q75. Protection of existing buildings and structures is paramount – more development and use of the city's vennels in terms of maintenance, upkeep and above all accessibility.

WC6 Comment on your post "Policy E3" Copied to Theme 2a

The Prince Bishops and Milburngate developments block the views of our beautiful city and these types of developments really need to be better thought out.

WC57 Comment on your post "Theme 2(a): A Beautiful and Historic City - Heritage"

I support all of these policies and the naming of specific sites. At the moment it feels as if every old building in Durham is either being knocked down and turned into a Purpose Built Student Accommodation (PBSA) or renovated and turned into a PBSA. What next - will Durham Prison be the next building to be sold off and converted into a PBSA?

WC73 Comment on your post "Summary: Theme 2a: A Beautiful and Historic City - Heritage"

I agree with this policy. It is important that the city outside the World Heritage Site is treated with equal consideration.

WC81 Comment on your post "Theme 2(a): A Beautiful and Historic City - Heritage"

I wholeheartedly support these policies.

Durham has a wonderful legacy acknowledged by the World Heritage status. The enhancement and protection of our City requires the establishment of a "Durham vernacular" in the architectural design of new builds - not the current vandalism of sites and views of the City and surrounds and disgusting and poor designs for new builds, driven only by maximising profit.

If we go on like we are, we'll end up looking like every other city/town in the UK

WC118 Comment on your post "Summary: Theme 2a: A Beautiful and Historic City - Heritage"

Copied Theme 5 and Theme 6

Durham's historic heritage is twofold, and while the importance of the medieval centre is immense, it would be a pity to be dazzled by it to the point of overlooking the counterbalancing theme of Durham's industrial heritage.

I agree with the Plan's emphasis on protecting the areas identified, and the individual assets, listed and otherwise, but regret that consideration of the North Road seems to have been exclusively with respect to its retail offering.

The North Road is for many visitors, particularly those using public transport the point of entry to the city. It contains many interesting and historic buildings: most obvious is the visual sequence running from the former cinema and adjacent Miners' Hall, past the Bethel chapel to the backdrop of the viaduct. Others are less prominent, but the Wetherspoons restoration of the former Water Board offices is attractive, and Reform Place, almost concealed, adds interest. Nothing here is incompatible with sympathetic, small scale retail, but development of the Miners' Hall as some form of visitor reception or other service point would make good use of its position.

It goes without saying that proposals to move the bus station and destroy the North Road in pursuit of some phantom benefit are without merit.

WC130 Comment on your post "Summary: Theme 2a: A Beautiful and Historic City - Heritage"

Again, no one can fault these aspirations. Durham City has its own brand of heritage which dates back to the period before the Norman Conquest to the early days of Christianity. These many facets of the 'City must be protected and shared with its permanent residents and ... many visitors. At the same time, communication must be improved and we should not rely too heavily on volunteers, the 'Pointers' in the absence of a central, easily identified tourist office which could, if required, be manned by volunteers

WC214 Comment on your post "Theme 2(a): A Beautiful and Historic City - Heritage"

Fully support the objectives

Policy H1: Protection of the World Heritage Site

Q32. H1: Demolition of the Milburngate centre revealed for a short time a magnificent townscape from St Nicholas to the Cathedral – but within a few months the townscape has been obliterated by new building!

Again cannot disagree with any of the above

Q35. Policy H1.3:1 the view of the WHS from Framwellgate Peth was wonderful while the modern buildings were demolished but have been lost again. Never again.

EQ43. Re: Policy H1.3 Preservation of views. Views are an integral part of the city's heritage offer and character. The success of many of the city's defining economic activities are impacted upon by the destruction or spoiling of views i.e. coffee shop and restaurants, tourism, arts festivals including Lumiere. We feel that this policy recognises the importance of views relating to the World Heritage

Site but doesn't account for views of other aspects of the city centre and would like to see provision of views on all assets listed Grade 2 or higher to be considered.

EQ51. I support H1. In particular it is important that this is expanded to include the defences, river loop and riverbanks. This is an area of unique character and should be preserved for cultural, historic and tourism reasons. Ensuring views of the heritage site can be preserved and improved from across the city is vital to ensure its character and appeal are maintained. Supporting enjoyment of the heritage site will help ensure the city continues to thrive and prosper from what makes it special.

Q68. H1 The height of new builds are obscuring views and are out of character with surrounding buildings & the city. We need to keep the unique character of the city.

Q76. H1. Need to consider setting beyond our neighbourhood and views of WHS beyond the boundaries and provide influence where possible. Need to be able to consider a the impact and comment on developments on the edge of boundaries ie big developments, wind farms etc. Please see extra sheet [provided as pdf file AttachmentQ76]

S2-1. Attempt firstly if possible to always try to reuse historic buildings or partially reuse them, to adapt them and include appropriate renovations and extensions. Reuse their materials and architectural features. Copied from Theme 1

D3. The design and layout should be of a high standard and should pick up the distinctiveness of Durham, scale, roofscape, massing. The layout needs to integrate with the townscape. Copied from Theme 4

C3 need to also mention point 8. Need good quality sustainable design that respects the distinctiveness of Durham. C51-4. Good quality materials, street furniture, lighting, landscaping. The space should respect the urban grain and townscape. C6 good quality distinctive design picking up the character of Durham is still required despite this being a community building. Copied from Theme 6

WC16 Comment on your post "Policy H1"

Policy H 1. I strongly support the aspiration for the protection of vantage points from which the World Heritage Site may be viewed.

I equally support the maintenance of trees/green fingers of land within Our Neighbourhood, but many of the vantage points enjoyed in the 1950's have been and continue to be seriously compromised and in places lost in consequence of tree growth.

The spectacular views of the Cathedral and Castle from South Street is an excellent example. It would be a missed opportunity if the Neighbourhood Plan failed to find some way of giving protection to key vantage points in danger of being compromised or lost in this way. May be the as yet unpublished Management Plan for the Durham City Conservation Area will address this issue?

WC105 Comment on your post "Policy H1"

The SRA fully supports this policy and emphasises the importance of protecting the setting of the WHS. It noted that the question of what constitutes an appropriate view to or from the WHS could be a matter for debate. For example, the large white roof of the sports centre in Belmont is not a great view from the cathedral, but it is a long way away.

WC119 Comment on your post "Policy H1"

I welcome the proposals to extend the World Heritage Site to include both banks of the river Wear. This plan comes rather late to safeguard views of the site from our neighbourhood, as the height of the works in progress on the former Milburngate / now Dun Holm House site demonstrates. Views of the WHS should not be treated as a marketing asset to enhance the value of successive developments but, as the name asserts, as the heritage of all.

WC178 Comment on your post "Policy H1"

I strongly support the proposal to 'Promote the use of ICOMOS Heritage Impact Assessments for new developments in and around the WHS.'

A unsightly telecom mast was recently approved for a site in Frankland Farm, in the inner setting of the WHS. A full, detailed eight-page objection was submitted by Ms Jane Gibson, in defence of the WHS inner setting, finding a very significantly adverse impact according the ICOMOS criteria. This report was mentioned but otherwise completely ignored in the planning report, which merely referred to heritage and landscape reports from the Council that had not been published.

WC183 Comment on your post "Policy H1" Copied to Further Comments

This policy recognises the relevance of the WHS management's plan's Action Plan to the Neighbourhood Plan. In particular, the Action Plan's objective to improve access to and across the WHS for people with disabilities and their carers, is identified as relevant. Yet there is no recognition in the Neighbourhood Plan of the very real difficulties that will be encountered in trying to achieve this objective. Consultation with disabled people, and advice from those with expertise in the needs of people with disabilities appears to be lacking. Without that consultation and advice, the identified objectives will not be achieved.

Policy H2: The Conservation Areas

Q32. H2: Does the new building on the County Hospital site "have sensitive scale, density, massing, height & detailing etc."? North Rd from the Viaduct to Milburngate gate br is a disgrace and the sight that greets visitors by bus & train
Again cannot disagree with any of the above"

Q35. Policy H2.2.1:the development on Claypath has destroyed several historic frontages. Never again

EQ22. Policy H.2 seems to imply that anyone wanting to carry out building work within the conservation area will face a lot of red-tape. I think more could be done to encourage renovations to buildings within the Durham conservation area in order to preserve older buildings, especially with regards to student accommodation. Many houses have damp and mould, are poorly insulated, etc.

EQ51. I support H2. Frontages / buildings that are in keeping should be improved and retained and development should be sensitive to the area's characteristics and appearance.

Q37. Policy H2. It would have been better if the Conservation area had included South Rd & Potter's Bank & the University site of Mountjoy itself for then perhaps there could have been some check on the University's development for which it has had free rein beyond the capacity and benefit of the city as a whole.

Q40. H2: Enforcement of of Council policies & planning decisions is vital

WC17 Comment on your post "Policy H2"

POLICY H 2 I fully support the Policy and narrative and make the same comment as I have made in relation to Policy H 1. [May be the as yet unpublished Management Plan for the Durham City Conservation Area will address this issue?]

It is difficult to comment further in ignorance of the extent to which,if at all,my concern would be effectively addressed within the unpublished Management Plan for the Durham City Conservation Area.

WC107 Comment on your post "Policy H2"

The SRA was fully supportive of this policy but noted that it is the quality of design that is important; this does not mean having to be conservative.

WC162 Comment on your post "Policy H2" Copied to Theme 4

The appearance of the Durham City Conservation Area is rather marred by the proliferation of A boards, sometimes obtrusively blocking the pavement. They can also form obstructions and even be hazardous (as with the limited pavement space at the bottom of New Elvet Street, where people will sometimes swerve into the road to get by).

This issues relates to the consultation questions about accessibility.

Policy H3: The Character Areas

Q35. Policy H3 – all just right

EQ51. I support H3. I think listed buildings and non designated heritage assets should be restored and retained. There should be a presumption for preservation and re-use of buildings. New buildings and alterations to existing ones should be sympathetic and in-keeping with the historic area and buildings should be restored rather than being allowed to become dilapidated so they can be knocked down and replaced with something new. Permission for anything other than restoration should be refused where a heritage asset has been allowed to deteriorate over a period of time. Large student halls of residence and other complexes should be built out of traditional materials rather than cladding and should not be prominent in the skyline or the area. Character and local distinctiveness, tranquillity and contribution to the sense of place are appropriate factors to consider for development in the character areas.

WC18 Comment on your post "Policy H3"

POLICY H 3. I fully support this Policy, which might be strengthened by the omission of the words "where applicable" at the end of the opening sentence.

WC155 Comment on your post "Policy H3"

The Durham City Conservation Area has been damaged recently by the demolition of front walls and the parking of cars in the front gardens, all with the help of the County Council giving permission for footpath crossings. I am not clear whether this type of development is now covered by the new Article 4 Direction. In any case demolition of walls over 1 metre high needs planning permission.

I think the Plan should prevent any more conversion of front gardens to parking lots in the Conservation Area, and suggest this Policy is probably the place to do it.

WC161 Comment on your post "Policy H3"

I fully support this policy especially with the enhancement that WC155 has proposed in his comment. One point on which I am not clear, and on which implementation of this policy is dependent, is how the restrictions are conveyed to individual householders/landlords to ensure compliance especially where explicit planning permission or building regulation conformity are not required. Identification of infringements seems to be very dependent upon individuals in a given locality recognising a breach of the rules.

WC172 Comment on your post "Policy H3"

I fully support WC155 suggestion that the conversion of front gardens to spaces for cars be prevented in the Conservation Area.

WC221 Comment on your post "Policy H3"

Policy H1 protects views to and from the World Heritage Site but there is no explicit mention of longer distance views in other parts of the city, but in a hilly city these are part of the pleasure of walking around the area. A comprehensive policy would be hard to achieve, but I think that the recent conservation area character assessments include some mentions of valuable views. If they do, then perhaps a reference to "protecting views mentioned in the assessments" as part of the policy would be sufficient?

Policy H4: Our Neighbourhood Outside the Conservation Areas

Q35. Policy H4 – all just right

EQ51. I support H4.

Q42. H4: Policy to ensure that developers demonstrate awareness etc. IT IS THE PLANNERS at DCC who should enforce this.

WC19 Comment on your post "Policy H4"

POLICY H 4. I fully support this Policy, and suggest that it could be improved by the insertion in2 of the following additional words after "...high quality design" AND BE ON A SCALE...that is sympathetic.

WC215 Comment on your post "Policy H4" Endorse the themes and also support WC19 proposed addition

Policy H5: Listed buildings, Scheduled Ancient Monuments, Registered Parks and Gardens and Registered Battlefields

EQ51. I support H5. Designated heritage assets should be safeguarded from inappropriate development and from demolition. Retaining and conserving historical buildings, gardens, parks and battlefields will make Durham City better for residents, tourists and businesses.

EQ20. Policies H5 & H6 need to include for restoration of certain historic assets (e.g. the Nevilles' Cross and the Miners' Hall).

WC46 Comment on your post "Policy H5" POLICY H 5. I support this Policy.

Policy H6: Non-designated Heritage Assets

EQ51. I support H6. Non-designated heritage assets should be safeguarded from inappropriate development, and from demolition. Buildings should be restored rather than being allowed to become dilapidated so they can be knocked down and replaced with something new. Permission for anything other than restoration should be refused where a heritage asset has been allowed to deteriorate over a period of time.

Q68. H6. Allow changes only if the development shows a significant improvement to the area.

EQ20. Policies H5 & H6 need to include for restoration of certain historic assets (e.g. the Nevilles' Cross and the Miners' Hall).

EQ46. Would add to H5 that development proposals must also be climate-considerate and sustainable. Copied to Theme 1

Q42. H6: It is a pity that THE PLANNERS have not supported this policy in the past.

Q45. H5: Enhancing historic value is preferable over just preserving it.

WC20 Comment on your post "Policy H6"

POLICY H 6. I support this Policy which, to be meaningful, would be dependent on DCC defining non-designated heritage assets for Durham City in the County Plan

COMMENTS ON THEME 2b: A BEAUTIFUL AND HISTORIC CITY – GREEN INFRASTRUCTURE

Location of Theme details on the website <http://npf.durhamcity.org.uk/the-plan/contents/theme-2b/>
Theme available as a pdf file <http://npf.durhamcity.org.uk/wp-content/uploads/2017/10/GITheme.pdf>

EQ04 It's a shame the Necklace Park was never implemented it was a great idea.

EQ05 Some of the best views of the cathedral and castle from surrounding vantage points are disappearing behind maturing trees. Future planting of trees should take this into account i.e. It might be that where some trees are lost to disease , landslides etc they should not be replaced with the same species Copied from Theme 2a

We are very lucky to have so much green space within our area and just outside (old railway paths) I support policies which increase use of and access to these areas whilst enhancing biodiversity/ wildlife habitat.

I wholly support the retention of the green belt around Durham. Copied from Further Comments

EQ06 The Green belt MUST be protected for future generations.. That includes the proposed Western by Pass through Green Belt land.

EQ13 Green areas all need the care that Friends of Flass Vale have given there. Wherever there is potential for maintaining or even improving wildlife corridors this should be done. Clay Lane and adjacent tracks are especially useful, so important to avoid additional lighting here - in a few cases even reduce.

The land above Observatory Hill owned by university and leased to Houghall (to obtain small agricultural subsidy) has been a disaster. A few years ago it was partially ploughed, destroying an area of quite rare plants including a superb range of orchid forms which attracted annual visits from photographers. In spite of comments to university staff it was ploughed again early in 2017, this time totally destroying all vegetation.

This area was important for children to play and a popular area for dog walkers. Part of the area should be allowed to return to scrub and the rest remain open as a general amenity. The track should be made suitable for walkers to reach Potters Bank at the bottom of Observatory Hill. Partially wooded land on Peninsula next to the river should be left free of all constructions apart from seating and the present boathouses. As far as possible, the banks should left to return to forest. Copied from Theme 2a

There is a need for a comprehensive record of plant and animal life in the area. University staff did make a limited study, but it should cover the whole region. I think there was also a County Council study in the early 1980s, but am unaware of its current status. Copied from Further Comments

EQ14 See previous comments

As a unique city, it is up to us, the residents of Durham, to fight to retain it's unique qualities. Loss of green belt, increases in the student population, and over development of unaffordable houses, HMOs and PBSAs, all detract from the beauty of this wonderful city. Copied from Theme 2a

EQ15 I wholeheartedly support these policies.

Durham is (or was) a lovely green city. But the encroachment by inappropriate new builds has seen a degradation in green space.

The green belt must be sacrosanct. No more landbanking to just wait for a week planning policy. There must be a policy of green lungs, community play space, fields and parks.

EQ18 Protection of city allotments

- Q04 The amount of houses is overtaking any green belt area because they are either built ... or overlooked by houses.
- Q07 Public footpath need improving on/around the Sands area. Copied to Theme 5
River Wear needs to be regularly cleared of debris.
- Q09 More green spaces! No new building structures.
- Q11 Keep the Green Belt undeveloped.
- Q13 We must always remember that it is a small city which would lose its charm if it was allowed to spread further out into green belt. The green area surrounding the city must be protected for the future. Copied from Theme 1
Could the racecourse area incorporating the bowling green be developed as a park. Apart from Wharton Park, which is badly inaccessible, there are no play areas for children in the city. The old swimming baths could be converted into museum or display space & could provide toilet facilities which are missing from this part of the town. For visitors – this area could introduce them to the lovely walks around Durham – Maiden Castle, Houghall & Pelaw Woods all within striking distance of the city centre.
- Q15 These are all sensible policies but has anyone told the university – intent on building on green sites? Also, developers of student accommodation blocks. And the County Council – the planners seem happy to grant permission.
- Q16 I would be unhappy with a Business Hub at Aykley Heads. I would prefer to maintain that as a green space. Copied to Theme 3
- Q18 A walkable & cycle friendly city requires the connectivity (Theme 2b) of the Green Infrastructure to work in tandem. Copied from Theme 5
I agree that connectivity between green spaces needs greater consideration. Resurrect the never implemented idea of the Necklace Park G3 and restoration of river and rampart walkways, long neglected. [See also comment under Theme 1]
- Q19 Completely agree with neighbourhood plan. Erosion of environmental protection is a great worry & any further damage to the green infrastructure will have long lasting & devastating effects. Well done neighbourhood plan.
- Q22 Is there a 'friends of the River Wear' organisation providing: - info – opportunities to volunteer (e.g. pulling up Himalayan Balsam!). IF NOT, there should be! IF YES, make it visible.
- Q24 Add Botanical Gardens to local green spaces.
- Q28 I agree, but we really might need to discuss a bye-pass, as the only way to preserve the centre. This needs urgent re-thinking. Copied to Theme 5
- Q29 Sentiments fine, hope actions deliver!
- Q32 It would be good if the emerald network was continuous so that there was a ring of accessible green country with rights of way around the city. The River Browney needs a green link all along the western side of the city. Not sure of the status of 'Burn Hall Conservation Area' - does this protect this private land from development? The Belmont viaduct needs to be incorporated into a path / cycle route around the N of the city. Copied to Theme 5

Q35 There can be problems with trees within the conservation area. Some do need to have their crowns reduced i) as their height can mean there is a danger that they will fall, ii) their roots can endanger the foundations of buildings, and iii) they can restrict views that 20 yrs ago were beautiful.

Q37 Would strongly endorse all these policies, so important for protection of Durham as a "green" city and a defense against undesirable over-development.

EQ20 Although natural water features are included, artificial water features e.g. ponds should be too as they can also support beneficial distributions of species (e.g. newts and mayfly).

EQ21 I hope a sensible policy will emerge on the matter of trees. Though they are of huge importance, their impact on light and visual amenity is often not considered.

EQ24 Communicating and planning specific areas of the city for 'Emerald space' is necessary or there may be an unnatural balance in the city towards certain areas.

EQ25 Again, these policies are all great! Especially the creation of the emerald network, I think this is an incredible idea.

EQ26 There are areas of City such as the Sands which you would think are safe from development but its use as a car park and subsequent battle to have it restored proves this is not currently the case.

EQ27 Green belt sites need to be protected. Copied from Theme 1
The green space at the rear of the present County Hall is used by many including deer and other wildlife and it would be a shame to lose it - it is the green spaces that make Durham the city it is.
Copied from Further Comments

EQ30 totally agree- especially like your ideas about the DLI

EQ31 Slightly amending of the wording of the vision statements to provide consistency of wording with the overall vision would be helpful. For Theme 2b: Durham City's natural green spaces and networks of greenery will be preserved and enhanced for the leisure, health, economic and environmental benefits they provide for residents, visitors and people working in the City.

EQ34 In the event of securing North and Western bypasses I would support some sustainable housing development inside the encompassed area with the provision of paths, cycleways, and sustainable Public Transport for access to central shops, Schools and work places. Copied to Theme 5

EQ35 green belt is extremely important and is a factor of why people want to live here

EQ39 These are carefully thought through policies which are close to my heart. The natural environment and wildlife need to be protected by these policies.

EQ40 This again is very important: preserving what makes Durham special.

EQ41 The Local Green Spaces to the north of the city, even taking into account the Emerald Network should be enlarged. It's not clear why all the non-agricultural green areas in that zone are not designated as such, and I think it would be good to do so.

EQ42 As a resident of the city I am concerned about the increasingly limited green space, and constant threat of encroachment of new developments into green belt and woodland areas. I welcome the plan's proposals to protect the city's biodiversity and geodiversity alongside the promotion of 'green' energy development where feasible. Copied to Theme 1

I support the plan for housing development as described in this section of the plan, particularly with regard to the Offices at Diamond Terrace, and Main Street USA. In both cases the nearby green belt area and right of way/access for existing residents should be protected/enhanced as the narrow entrance to the area from Framwellgate Peth is already hazardous. Copied from Theme 4

EQ49 Durham's green setting is intrinsic to its special character. The protection and enhancement of green assets should be a fundamental consideration of planning policy for the city,

EQ51 There is plenty of brown areas so need to encroach on green belt land. Copied from Theme 2a

EQ52 Wildlife and green spaces are important and must be preserved. Copied from Theme 1

EQ54 Rights of way should not be diverted for development - they are part of our history.

Q38 This is so important – that we do not just protect the green spaces, green belt etc. but seek to enhance them, as an ongoing process, to be appreciated and used by as many people as possible.

The argument that the former bowling green, near the former baths, cannot be a park because of the diminishing permanent population is spurious. It is a recreational green space on the riverbank – which is much used by people from around the City, and beyond, on a daily basis. It is in the lee of the Cathedral and W.H.S. with magnificent views across it from both sides of the riverbank. It is an ideal place to house some good quality play equipment, a green gym, a refreshment kiosk, maybe a sensory garden etc. etc. All over the country are such places which are protected from damage in imaginative ways, I quote this area as an example as it was so readily threatened not that long ago by inappropriate development when it should have been protected. I am sure this is true of other areas in and around our neighbourhood too.

Q39 It would be good to implement the necklace park

Q40 Much green space has been lost already. What remains must be preserved. Recent improvements to the footpath network are appreciated.

Q42 Better care of small areas in City Centre, e.g. Castle Chare and the steep climb up to Railway Station on Highgate side of St Godric's Rd.

Q48 Much greater use could be made of both sides of the riverbank particularly round the peninsula, but also along the racecourse. We need seats, picnic areas, info boards, firm footpaths, and also security so people feel safe walking alone.

Development of the racecourse with a bowling green, putting green, crazy golf toilets & refreshments would be useful as would regeneration of the old swimming baths. Copied to Theme 6

Q53 Preservation of flora and fauna vital for our children – grandchildren. We are responsible for this rich heritage.

Respect for the greenbelt and biodiversity is essential for the future. Copied from Theme 1

Q56 See above comment, i.e. Protections should extend to the Durham Bowl and the Green Belt. Copied from Theme 2a

Q57 See attached comments [provided as pdf file AttachmentQ57]

Q60 Green Belt shouldn't be built on. Copied from Theme 1
I encourage especially the preservation and enhancement of allotments (c.f. improvement projects, no.16)

Q64 While I agree with the tone of the proposals I do not think some current ideas eg western road to relieve the A167 fit in with these ideas. Copied to Theme 5

Q65 Allowing developments within the Green Belt on the grounds of "opportunities for outdoor sport or recreation" could allow developments which in my view would be inappropriate for a green belt as is happening at the university's Maiden Castle sports area. (Buildings, artificial ? Lights, hard surfaces)

Q68 Make these areas more accessible to disabled people. Improvements to the footpaths around the river side are needed to make them wheelchair friendly. These improvements would also make these areas better for the general public.

Q69 Green energy – we should avoid further wind turbines. The County already suffers grievously from a plethora of these grossly expensive and unjustifiable eyesores. Copied to Theme 1

Presumably the section on the DLI grounds will have to be rewritten. While the idea of a reprovided Arts facility is supported there also needs to be proposals for the reestablishment of a modern museum for the County Regiment in a more accessible location with adequate parking. Copied to Theme 6

Q75 Very important that necessary protections are given to our local green spaces and again wherever possible corridors are created not only for links for wildlife but also by the public in order to walk. Cycle round the city.
No further encroachment on Greenbelt. Copied from Theme 1

EM13. Ordnance Survey have launched a new resource which helps you find local accessible green spaces. It's free to use on desktop PCs and downloadable as an app for mobiles too. Interestingly looking at this, one thing that it highlights how living out in rural areas doesn't necessarily mean you actually have public access to much green space!
<https://www.ordnancesurvey.co.uk/getoutside/greenspaces/>

WC10 Comment on your post "Plan as pdf" Copied to Further Comments and Theme 2b
There is too much in this plan to comment on all its details. ... I limit specific comment to one matter, that of trees in the WHS and urban space in general.
Your plan (at 2.2.6) encourages 'more proactive tree management'. If this was to be achieved it would be in the face of the Council's current bias in favour of all trees in just about any circumstance and the Cathedral authority's apparent disinterest in protecting its own historic buildings against being submerged in an ever encroaching green blanket of foliage. Trees are fine things in the right place; woods, forests, parks, carefully planned and maintained urban placements spring to mind. At present not enough is done to monitor and manage self-seeded specimens of what can only be described as giant weeds (sycamores, etc.) that are blocking views of the WHS and detracting from, not enhancing, the urban environment. Drains and gutters are blocked by leaves, roofs threatened by overhanging branches, street lights and signs are covered over. I hope that your plan can have some positive impact on this situation.

WC60 Comment on your post "Maps"

These maps are brilliant. Two suggestions.

Could you turn the Emerald Network Map into a printable leaflet with clear links between green areas? People could use it to walk from one area to another as if they were doing an 'Emerald Way' long-distance walk around the city (like the Teesdale Way or Weardale Way along the river Tees and river Wear).

WC95 Comment on your post "Plan as pdf" Copied to Theme 2b Theme 4 Theme 5

Overall I am in favour of the proposed plan, particularly reducing student accommodation and increasing properties for first-time buyers and the elderly.

A number of suggestions:

...

2. In a previous plan there was mention of necklace parks along the river. This is an excellent idea for linking green spaces along the river. Greater provision should be made for cycling along the river paths to take cyclists off the road and encourage greater use of the riverbanks.

3. Erosion of the greenbelt at Maiden Castle by the University should be resisted.

WC129 Comment on your post "Summary: Theme 2b: A Beautiful and Historic City – Green Infrastructure"

At this time Durham City is noteworthy for its green spaces that, with the River Wear, can be found in the very centre of this historic city. However, with the demise of the museum dedicated to the Durham Light Infantry, together with the art gallery, we should all be concerned with the Durham County Council plan for the land that will become available when the County Hall is demolished and which extends, like a finger, towards the railway station and the development at Milburngate where the former passport office is being demolished.

WC138 Comment on your post "Summary" Copied to Theme 2b Theme 5 Theme 4

Concerning street lighting; upgrading street lights with covers to project the light downwards, this will put the light where it is needed, and we will still be able to see the stars when we look up. Durham's natural luminaire.

Bike paths are a good idea but when too many trees are destroyed for a small bike path this takes something away from the health benefits, without the trees we face air pollution. If you plant new trees out of the city, the city doesn't benefit, you need trees in the city to combat air pollution and to capture CO2.

WC165 Comment on your post "Theme 2(b): A Beautiful and Historic City - Green Infrastructure"

I support the vision and objectives of maintaining and enhancing networks of greenery. One practical suggestion in this regard is to reopen the path from the public toilets at North Road to the train station (The path was closed a couple of years ago when the changes were made to Wharton Park). This path provided a great green network for local people to use to access the train station, it was the quickest route to the Northbound platform; it avoided the pollution of the road; its fine stepped entrance was right next to a pedestrian island, which made the path easy and safe to access from the other side of North Road. With pressure on the roadside footpaths around Station Approach due to increase with the new student accommodation at the old Country Hospital site, reopening the path would make perfect sense to provide these new residents too with a safe, green and convenient route to the station.

WC182 Comment on your post "Theme 2(b): A Beautiful and Historic City - Green Infrastructure"

We fully support the views expressed by young people to those preparing the Neighbourhood Plan that with regard to the riverbank setting and riverside walks, more should be done to improve access and leisure opportunities, so that everyone can enjoy them. In general, although some of the green infrastructure of the City is accessible to disabled people, some of it is not -- at least not in a safe manner. Again, we urge planners to consult users of the green infrastructure who do have

a disability, and to use the advice of those who have expertise in meeting the needs of people with disabilities. Developers should always provide safe pathways allowing access for all people to the City's green infrastructure.

Policy G1: Preserving and Enhancing Green Infrastructure

Q07 G1.9 / G1.10) clearing of rubbish & waster products on River Wear Copied from Theme 2a

EQ46 I feel G1 is very important.

Q62 Should the clauses in G1.1 really be "or" ie is it acceptable that complying with any one clause will lead to support?

G1.3 – again worried by use of "or".

Q76 G1. What about proposals under 0.4 hectares or 10 housing units? They could still provide some green infrastructure ie hedges, boundary walls, trees, attractive floorscape. Sorry realised this is included later.

3. and retain where possible existing trees and landscape features should be added.

G.1.21. May need to define what are good quality green assets, i.e. hedges, trees, walls, verges, private gardens (continued on attached sheet. [provided as pdf file AttachmentQ76]

WC21 Comment on your post "Policy G1"

POLICY G 1. I strongly support this Policy, subject to my comment in relation to Policy H 1 [May be the as yet unpublished Management Plan for the Durham City Conservation Area will address this issue?]

WC104 Comment on your post "Policy G1"

The SRA was fully supportive of all the Green policies. It suggested that fitness parks could be a good idea for using some green spaces. There is one in Wharton Park and there could be others.

WC143 Comment on your post "Policy G1" I am in full favour of this policy.

WC153 Comment on your post "Policy G1"

The phrase "contribute to the network of interlinked green routes" in G1.1 point 4 might be construed (indeed might have been intended) to refer to measures taken within the extent of the development site. I suggest wording be added to make it clear that this contribution can also be made via a Section 106 agreement or similar, to fund improvements made by others (eg the Council's Rights of Way section) beyond the site boundaries.

WC176 Comment on your post "Policy G1"

I strongly support this policy, and also WC153 point about the application of G1.1 point 4.

WC191 Comment on your post "Policy G3" Copied to Policy G1

Agree, and many paths need to be improved to make them useable.

WC194 Comment on your post "Policy G1" Support

Policy G2: Designation of Local Green Spaces

Q62 St Margaret's Allotments are shown as designated for housing. Is that correct? Copied from Theme 4

WC5 Comment on your post "Policy G2"

The green spaces must remain- tempting as it may be to sell for development.
More lighting along river bank is needed.

WC22 Comment on your post "Policy G2"

POLICY G 2. I strongly support this Policy and the Local Green Spaces listed.

I note, however, that the Neighbourhood Plan appears to make little comment on the need for such spaces to be positively managed. Perhaps not the function of the Neighbourhood Plan?

I agree with para.4.82 relating to possible new locations such as might emerge at Mount Oswald, for example.

WC114 and WC115 Comment on your post "Policy G2" Copied to Theme 6

We certainly recommend the use of the DLI Grounds once more, as a valuable public place, as well as a place of remembrance due to the ashes of Ex DLI Soldiers and families. ... ON BEHALF OF THE FAITHFUL DURHAMS

WC133 Comment on your post "Policy G2"

Conversations with members of the public at drop-in events made be realise that we need to review the proposed local green spaces by comparing maps 6 and 7 together. Map 7 shows more green areas than map 6. In particular, people thought that the Botanic Gardens should be designated as a local green space.

WC144 Comment on your post "Policy G2"

I am definitely in favour of this policy and a commitment to protect the local green spaces.

WC158 Comment on your post "Policy G2"

Although it is not so well-used for walking as Observatory Hill, the top of Whinney Hill is accessible from a public footpath and is a significant viewpoint from the south-east of the city towards the World Heritage Site. I would support this being added as a local green space, but I am not sure whether it is already in green belt and whether designating it a local green space would give it added protection. The hill across from Whinney Hill, on the other side of the A177, which I think is called Mount Joy, also gives good views over the city, but does not have public access officially, though there are several well-worn paths over it. Most of the green spaces are woodland so it would be good to protect the few open spaces.

WC175 Comment on your post "Policy G2"

I strongly support this policy, as well as WC158 observation about the desirability of adding Whinney Hill.

WC180 Comment on your post "Policy G2"

Several of the Local Green Spaces mentioned in this policy are not accessible to some disabled people. These people are therefore not able to enjoy the acknowledged benefits they provide. More could and should be done to provide safe access to more of these valuable spaces, so that those benefits can be more widely shared by residents and visitors.

WC193 Comment on your post "Policy G2"

I support this policy but I don't understand why some of the designated green spaces seem to end where there do. for example, the River Wear Corridor G.1.1.1 could be continued much further down-stream.

WC209 Comment on your post "Policy G2"

I consider that the University's Botanical Gardens should be added as a Local Green Space. My reasons are: the botanical gardens are of natural interest being supported by the university in

scientific and botanical research; the area contains many beautiful areas of woodland and open spaces which are attractive to residents and tourists throughout the year; and the gardens adjoin valued woodland with well used footpaths that connect to the historic setting of Durham City.

Policy G3: Creation of the Emerald Network

Q62 G3 – the linking public footpaths are not defined.

Q18. Resurrect the never implemented idea of the Necklace Park G3 and restoration of river and rampart walkways, long neglected. [See also comment under Theme 1]

EQ31. Policy G3: Amend the final section of this policy to provide for disabled people as follows:
G3.2: Development proposals to improve the biodiversity and / or amenity of sites or footpaths in the Emerald Network will be supported.

G3.3: Development proposals to improve accessibility of sites and footpaths for disabled people, and to provide facilities and amenities for disabled people will be supported.

G3.4: Proposals that would result in a deterioration in the wildlife value of a site in the Network will be refused.

Q43 Although G3 is a great proposal, it is not expressed as a policy i.e. G.3.2 is the policy and G.3.1 is the area to which it applies.

Q59 G3: links?

WC23 Comment on your post "Policy G3"

POLICY G 3. I find the concept of the "Emerald Network" particularly attractive and support this Policy including the identified sites very strongly.

WC132 Comment on your post "Policy G3"

Conversations with members of the public at drop-in events alerted me to the need for the map of the emerald network to show the public rights of way linking the green areas.

WC154 Comment on your post "Policy G3"

I refer you to my comment against Policy G1 [WC153]. Section 106 money could and should be used to improve public footpaths within and between the sites that comprise the Emerald Network. I think the reference here to PUBLIC footpaths is important. I am not sure that all of the linking footpaths are on the definitive map of rights of way. Steps should be taken to upgrade these permissive paths and to ensure that new paths are fully public. These can only be modified or extinguished following a proper legal process, but permissive paths can be changed at the whim of the owner.

WC179 Comment on your post "Policy G3"

We welcome the creation of the Emerald Network in the City. We trust that steps will be taken to ensure that as many as possible of the spaces mentioned will be safely accessible to disabled people. These spaces are indeed a leisure asset, with a potential for improved wellbeing, for all local residents, including disabled residents.

WC191 Comment on your post "Policy G3" Copied to Policy G1

Agree, and many paths need to be improved to make them useable.

WC192 Comment on your post "Policy G3"

Strongly support the protection, extending and improvement of rights of way throughout the area.

The 'Necklace' park scheme is mention but should be specifically supported as a future development.

Policy G4: Enhancing the Beneficial Use of the Green Belt

EQ18. Policy G4 - define 'improvements' for 'better access'

Q18. I endorse the protection of the Green Belt and biodiversity. I feel that the Green Belt can contribute to "public benefit" it is not simply a barrier to development but a resources as a public green space with access for leisure pursuits (G4) Copied from Theme 1

Q62 G4 – very worried that complying with any one cause will lead to “encouragement and support”

Q63 Arguments of 4.86 and 4.87 seem sound. But wording of Policy G4 may offer hostages to fortune. References to Green Belt might be best limited to simple repetition of N.P.P.F. text – or of PPG2.

WC24 Comment on your post "Policy G4"

POLICY G 4. I strongly support this Policy and suggest that the inclusion of the following additional words at the end would improve it further:

"...will be encouraged and supported where to do so would not in any way serve to impair the overall quality of green belt environment.

WC108 Comment on your post "Policy G4"

We are fortunate to live on the edge of the Green Belt. However, some of it at the end of Diamond Terrace and near Crook Hall shows evidence of previous agricultural and industrial usage. These areas would benefit from being tidied and opened to the public as parkland. They must certainly be protected from large scale housing development.

WC190 Comment on your post "Policy G4"

Much of the green belt is of poor quality from a wildlife perspective, e.g. monocultural cultivation. Meadowland and woodland would be much more beneficial.

COMMENTS ON THEME 3: A CITY WITH A DIVERSE AND RESILIENT ECONOMY

Location of Theme details on the website: <http://npf.durhamcity.org.uk/the-plan/contents/theme-3/>
Theme available as a pdf file: <http://npf.durhamcity.org.uk/wp-content/uploads/2017/10/EconomyTheme.pdf>

EQ02 3. 6. "What is bad about Durham City Centre?"

"North Road (tawdry and dirty, run down, ASB focus, charity shops, poor introduction to City for visitors":

this is all too true, but alas it is not a novelty but has been true ever since I came to Durham in 1965.

I think part of the problem is that local politicians, of all shades, have regularly had unrealistic ambitions for Durham as a great shopping centre: there are improvements which might work (book shops, antique shops, etc., which one would expect to find in a city such as Durham but does not; but tact and guidance will be needed to achieve shopping developments which work for Durham and will succeed. Copied from Theme 6

EQ03 Durham needs to business suitable to it's heritage to enhance the city within a limited space available.

EQ04 We don't need any more drinking establishments in Durham.

EQ05 Transport and parking needs to be appropriate and accessible to support increased employment. Much more provision for safe cycling and walking required Copied to Theme 5

EQ13 Mountjoy would only be suitable with very major road changes. Even without future university expansion traffic jams are already quite frequent.

EQ15 I agree strongly with the policies.

But, but. Durham must stop pretending that it is going to be an industrial or even post-industrial hub - there are better places in the NE for that. So it has to focus on smaller ambitions.

The City centre is a mess. There are not enough local or SMEs, just more and more telephone shops and coffee shops. Why not reduce business rates for incomers?

And the expansion of the University is impinging on everyone. There must be balance, lest Durham becomes (it is almost there) nothing more than a dormitory for 32 weeks a year and a wasteland for the rest. The number of poorly designed purpose built student blocks is frankly ridiculous. Some developments are disgraceful in concept and design - Nevilles Cross laundry site and Sheraton Park come to mind.

This plan must be taken into account by the County Council.

The retail plans seem to be focused on drinking and eating. Horrible and lacking imagination.

EQ18 Agree if appropriate parking integrated into commercial/business sites to avoid congestion elsewhere Copied to Theme 5

Variety of retail types of prime importance, and not just centred on the night time economy

Q04 Just answered .. Number 3. as I disagree due to the fact that I don't quite know what primary and secondary fronts are and what the difference between the primary and the secondary There are too many houses and student accommodation and other student places such as * bars / restaurants * cafes & coffee shops * Copied from Theme 4

Q05 I think small independent shops should be encouraged. Business rates are too high in the city.

Q09 We need more retail shops in the city eg John Lewis. Small business need to be encouraged to invest in shops (Less rent to pay) which would attract tourists in eg gift shops. Less coffee shops and charity shops. Copied from Theme 1

Q11 More on Theme 4: From Sept. 2018 shopping at Tesco & M&S in the city centre will be a health & safety violation due to likely extreme overcrowding. Copied from Theme 4
What's often ignored is how retail occupancy & student accommodation grab views of Durham's sights that should be available more widely, 'zoning' would address appalling decisions to shift the Bella Pasta / Cafe Rouge building from dining to clothing retail, for example. Copied from Theme 2a

The main problem w/ retail in Durham are unaffordable rents which drive independent business away, leaving the city (except the indoor market) to chains which de-individualise the city. This is a problem everywhere in the UK and seems to be for the benefit of absentee owners (relevant to para. 4.127)

Q13 The new bus station planned for the top of North Road is completely unnecessary. We are told that a departmental store would cover the area of the present bus station. The difficulty of getting any sort of store to fill the B.H.S. store must show what an impossible task this would be. The removal of the unsightly brick buildings which front the present bus station would give more space to expand. This would save the pleasant parts of North Road – the roundabout fronting the viaduct. Copied from Theme 5

Q15 Could not some of this development be carried out at the former colliery villages – It would give them a boost. Durham city needs to decide what sort of town it wants to be.

Q16 I would be unhappy with a Business Hub at Akley Heads. I would prefer to maintain that as a green space. Copied from Theme 2b

Q19 Bring Durham back to life with more permanent residents & the shops will prosper. Copied from Theme 4
Controlled development in the city please. ?? all surrounding villages in the county & foster thriving communities in the villages again. Take excessive development away from the city, it is too clogged up already. Encourage independent business.

Q24 Shopping area too large; should encourage more residential. Copied to Theme 4

Q26 Bring back private residents into the city and businesses will prosper 52 weeks of the year, instead of for only c33 weeks p.a. Copied from Theme 4
North Road and Claypath are both looking very run-down and are in need of serious improvement. One way to encourage small businesses would be to lower business rates permanently – not temporarily to act as an inducement. Lower business rates would mean more premises occupied and should result in an increased income rather than a reduction.

Q28 We need an Tourist Information Office. It is foolish in a city like this not to have one. That would encourage more information about what is available. Copied to Theme 6

Q29 As previous comments [i.e. sentiments fine, it's implementation that is the problem] – Durham has lost its character'

Range of shops – smaller

“ “ services - “

Attractive frontage – less than previous years

To many coffee shops, charity shops. More 'niche' retail needed.

Q32 Durham is primarily a tourist attraction rather than a major retail centre. Priority needs to be given to individual / distinct small shops rather than big chains – who are catered for on the 2 out-of-town sites.

Q33 Durham definitely needs more small, interesting shops for both residents & the tourists. Fowler's Yard should be for that purpose not for finance and business services. Low rents & rates would encourage small, interesting shops to be able to get established and then thrive. Centre of York is a good example.

Q35 I agree with all but I would like lower Claypath included by name – in 4.97 upgrading & in policies re primary & secondary frontages (with emphasis on Policy E4.4). I would like the Millennium Place economy to be more varied, eg a small bowling alley or roller/blade skating rink on the broad terrace below the main plaza.

EQ20 This Theme must acknowledge the crucial contribution that Durham University makes to the City's economy (both as large employer and student destination) without which there would be no diverse or resilient economy in this City.

EQ21 Independent retailers need to be encouraged to make the City different from other shopping destinations.

EQ24 There's a large number of cafes in the centre of Durham which are all lovely but it's not particularly diverse. The major chains are likely pushing out smaller, local cafes. Encouraging local business is important. Local business parks that encourage more financial services are important for a more balanced Durham city economy.

EQ25 I really agree with the emphasis within these policies that the local neighbourhood is more than just a university.

EQ26 I would be against speculative building of offices there is already too many empty around county they would need to have a definite occupant. It will be interesting to see if the office block the county has bought at Aykley Heads proves wise

EQ31 Slightly amending of the wording of the vision statements to provide consistency of wording with the overall vision would be helpful. For Theme 3: Durham City will have a sustainable and vibrant local economy, supporting large and small businesses, retail and tourism, and encouraging employment opportunities.

See also comments under Theme 4.

4.125. I think the chances of getting a new department store are very low. The emphasis should be on encouraging the small, independent retailer offering a different / more interesting product and associated service, e.g. the 'Crushed Chilli Gallery' which as well as selling glassware etc. runs glasses in glass making and crafts.

EQ35 developing "out of town" retail shopping areas is killing Durham City; car parking charges and rents can be higher than Covent Garden in London what are we doing? - plan need to get to basics before broadening its scope to building more!

EQ39 I have scrutinised these aspects of the plan in detail not least because of my concerns about recent developments of retail establishments and drinking establishments in Durham. The policies are well- focused on balanced retail development; and appropriate siting of employment creating business.

EQ40 Supporting a mixed economy as described is crucial for the future of Durham - hopefully new business will be attracted to a beautiful city that is pleasant to work and live in.

EQ42 I also welcome 4.116 whereby any new commercial development in the City should include an external, flexible space that can be used for the well-being of their employees, and for staging community events. Copied to Themes 5 and 6

EQ43 Re: Policy S2.9 - Appropriate adaptation for re-use of existing buildings in the city centre is something we wholeheartedly back as an organisation. We would like to see evidence that property owners have explored the potential for adaptive re-use of primary and secondary frontage premises before permission is granted for demolition or major alteration, unless the usage is deemed to be a priority i.e. appropriate to town centre use as defined in the Economic policy proposals. Copied from Theme 1

EQ48 Any retail development not only geared up to an itinerant student population would help diversity.

EQ52 I support economic development. There is a need for the city's retail streets to be smartened up - North Road is an eyesore on the way into the city. City wide, there are far too few quality restaurants and little in the way of entertainment at night that does not include alcohol consumption. There are too many empty shops. Durham City needs to attract independent shops as well as a greater variety of high street chains. Shop frontages should be sympathetic in look to the historic nature of the main streets.

EQ54 The retail offer in Durham has been so dramatically reduced lately that it is necessary to drive to other towns to buy many things. Durham is in danger of not functioning as a County Town. The city needs a policy to get city centre shops all back in use. Copied from Further Comments

Q39 So much needs to be sustainably and imaginatively developed. Not all large scales.

Q43 It is a bit surprising that there is no policy specifically about tourism.

Q48 Development at Aykley Heads should be limited to avoid traffic congestion at the small roundabout at the hospital. Copied to Theme 5
We need more shops, particularly a department store. Enclosed shopping malls are vital because of our awful weather.
A central recreation area providing e.g. indoor bowls, ice rink, bowling alley would be good for residents.

Q53 Variety of employment, encouraging local initiative and small scale set ups all important. At present there is an imbalance, too few shops, too many drink and food outlets.

Q56 How do you restrict the inexorable spread of coffee shops, letting agencies / estate agents etc in what should be retail frontages?

Q57 See attached comments [provided as pdf file AttachmentQ57]

Q60 A pity that lack of district councils means that it is difficult to take the larger view. Perhaps this will be tackled in the County Plan.

Q62 Map 8 infill colour for "Other Employment" does not match the key

Q64 See above comments about bus station redevelopment

Q66 Improvements in North road – for example, imaginative use of the old Robins cinema – would be welcomed.

Q67 Please please please no more cafes! Residents need more than tea / beer / wine & dislike running through the gauntlet to walk home among alcohol fuelled groups thro “vomit row” to sanctuary and beyond.

Q68 The balance between town and gown needs to be addressed. The city is rapidly becoming a campus. How many more student flats need to be sited in the city. Copied to Theme 4
All business need to be encouraged.

Q69 Opportunity should be taken to reduce the current high proportion of drinking establishments in favour of a more normal retail offer, with the aim of decreasing the ‘night-time economy’ with its accompanying disorder and negative public behaviour. The combination of high student numbers and a dominant drinking culture is proving damaging to residents and, by implication, to residential property values in the City. Copied to Theme 4

Q73 Risk of more pollution from cars and lorries passing through the City.
(Although controversial - ? need for a bypass ?!) Copied to Theme 5

Q75 I don’t think a major development of a business park at Aykley Heads is warranted unless major improvements to transport links are made, ie regular public transport, improvements to paths and cycleways in order to avoid future congestion by cars and other vehicles. Copied to Theme 5

EM1 We need to make out of town shopping have same parking charges as in town. to even things up. We have big shops out of town. Why do we need to trash in town (which is what the new bus station would do.). Sort the parking and the footfall with flow.

EM8. ... mentioned that you are interested in hearing about my Masters' Aykley Heads project. For the wider site strategic plan, I covered the Frankland Farm and riverside area also. Following that I developed a hotel with an edible landscape on the site of the station long-stay car park. Although it has been completed (as a hypothetical study), it would be very interesting for me to discuss it with you or the whole Forum. Please get in touch if you would like to arrange a meeting.
Forum response (summary). Thanks given and information provided about drop in sessions.

WC59 Comment on your post "Theme 3: A City With a Diverse and Resilient Economy"
Your statement below (taken from 4.94) is important. Many Durham City residents worry that Durham is more like a university campus than a city with a university attached. Any initiatives to redress the balance are welcome.

The University is a key part of the Our Neighbourhood and very important to the economy and cultural life of Durham City and Durham County. The proposed expansion of the University (Durham University, 2016, 2017a) will have a significant impact on the economy of Our Neighbourhood. However, Our Neighbourhood is more than the University and this expansion needs to be balanced and proportionate so that the needs of the wider community are considered and the special character of Our Neighbourhood is maintained.

WC72 Comment on your post "Summary: Theme 3: A City with a Diverse and Resilient Economy"
I agree with this policy.

WC85 Comment on your post "Plan as pdf" Theme 3, Copied to Theme 6

Durham needs more toilet facilities in the centre, more seating that can be sat on i.e wooden benches (and not stone blocks as per the market square, which are truly uncomfortable), including

more seats along the river bank, and to encourage more shops to come into the city (lower rates?) instead of the numerous cafes.

Also, the area outside the Gala Theatre should be redesigned, instead of 'windy city' we should have a beautiful area with pleasant seating etc.

WC128 Comment on your post "Summary: Theme 3: A City with a Diverse and Resilient Economy"
This theme, 'A Diverse and Resilient Economy' is of particular concern. Durham City is no longer noteworthy as a place where people may expect to enjoy a unique shopping experience that fits in with a heritage city. This is a great shame as other cities, not too far away, for example York City, have achieved this. Durham City is now noteworthy for its proliferation of coffee bars and, per head of population, may now equal the US city of Seattle as the coffee capital of the world! The proposal to build yet more coffee bars and restaurants in new developments at The Gates and at Milburngate must be a cause for concern. What stops small shopkeepers from setting up their businesses in Durham City? Are exorbitant rents and other financial penalties a factor?

Policy E1: Larger Employment Sites

Q37 Policy E1. The idea of developing Durham into another Newcastle with big ambitious business areas as suggested in E1 is not welcome. Growth has to be curbed in Western Society not encouraged.

EQ23 E1 - More needs to be made of this. National government policies are not particularly strong either, including the new Industrial Strategy. In Durham City, the Aykley Heads site is excellently located. All efforts should be made to attract future-focussed businesses (like Atom Bank) and to resist overtures from developers and businesses who want it because it is a good location and has a DH1 postcode. The built (and non-built) environment will be important to these businesses and the accesses to the railway station, A1M and airport. Active involvement of the University (but not led by the University) is also essential for success. The current plan is too laissez-faire and will in all likelihood end up being development driven rather than policy or people driven.

EQ42 I endorse the support to be given to development for new businesses at Aykley Heads and the Science Site in line with Economy Policies E1 & E2, however for the larger development proposals such as these traffic management/vehicular access solutions must be carefully explored (particularly at Aykley Heads).

EQ49 On E1, the objective should be secured without encroachment on the existing Green Belt. It is also essential that, if appropriate employment uses do not emerge, other uses - eg family housing or hospital expansion - should not be precluded for consideration at Aykley Heads.

Q42 E1: There should be no detriment to existing provision eg DLI museum closure. Copied to Theme 6

Q43 Policy e1 needs to mention the need for a master plan which incorporates the S.D. requirements.

Q76 E1. Aykley Heads could be developed for mixed uses near the railway station and Wharton Park, this could consist of hotels, museums, art galleries, cafes, linked together to provide mixed and vibrant uses. Massing scale, height and materials are very important considerations at Aykley Heads as well as belts of planting.

WC25 Comment on your post "Policy E1" Copied to Theme 5
POLICY E 1. In accepting the identification of the Aykley Heads site as one with the potential to locate high-tec businesses and employment opportunity it is crucial that access arrangements are

planned to take account of and deal effectively with the enormous additional volume of traffic which will be generated in the Sniperley roundabout area, given plans for very major housing development at Sniperley, and the spectre of the so-called western relief road converging at this point.

Policy E2: Other Employment Sites

Q37 E2. Important that Fowler's Yard should be protected as a cluster of independent craft businesses & workshops – safe from demolition & rebuild plans. Local theatre building should be safeguarded.

EQ42 I endorse the support to be given to development for new businesses at Aykley Heads and the Science Site in line with Economy Policies E1 & E2, however for the larger development proposals such as these traffic management/vehicular access solutions must be carefully explored (particularly at Aykley Heads).

EQ43. Re: Policy E2.1. Further development of Fowler's Yard must be undertaken in such a fashion as to preserve the existing creative space for local artists and practitioners or alternative, affordable, city centre based provision for the creative community provided.

Q52 E2: Not Fowler's Yard!

Q63 Policy E2 should be more restrictive on development in flood zones 2 & 3 and in Green Belt.

WC26 Comment on your post "Policy E2"

POLICY E 2. I support this Policy and especially the content of para. 4.11 in relation to existing approvals on large sites.

With sites being limited would there be benefit in including within the Policy emphasis on better utilisation of existing buildings/underused space?

Policy E3: Retail Development

Q09. E3. Definitely!

EQ22 With regards to E3.b.6 despite it being a desirable outcome I doubt how conceivable this will be as pavements and roads are far too narrow throughout the city but are bordered by buildings. I fail to see where the space will be found.

EQ23 E3 - I broadly agree but the City centre could provide more of the support infrastructure that the businesses Durham wants, and tourists, will demand. A small example: the lanes off Silver Street and Saddler Street are ill-lit dumping grounds that the Council does its best to maintain (Some students refer to the alley south of Cotswold to the moat as Murder Alley). In Seville, instead of these lanes being used for uses no-one wants, they are clean and tidy and have small restaurants and shops. Instead of being no-go zones they are actively sought out by tourists.

EQ49 On E3, while I completely support the strengthening of the vitality of the primary retail core, and the reinvigoration of North Road's retail economy, I am totally opposed to any suggestion that the latter should entail moving the bus station to the north of its present site, together with the associated changes to traffic circulation that have been proposed. Copied to Theme 5

Q68 E3. This is a common problem caused by out of town retail sites such as the Arnison Centre and lack of free / cheap car parking. I feel this is a bit unrealistic.

WC6 Comment on your post "Policy E3" Copied to Theme 2a

The Prince Bishops and Milburngate developments block the views of our beautiful city and these types of developments really need to be better thought out.

WC27 Comment on your post "Policy E3"

POLICY E 3. I support this Policy and flag up the importance of satisfactory access/servicing arrangements.

WC117 Comment on your post "Policy E3"

I support this policy, particularly the emphasis that development must be sympathetic and appropriate in scale. Durham cannot compete with destination retail parks, and should encourage retail which a) serves those who live in the city or routinely shop here, and b) attracts people for whom interesting and individual shops are part of a visit to a historic and attractive city. The covered market is an example of what Durham can offer in this respect.

Policy E4: Primary and Secondary Frontages

Q19. E4. Not too many more bars, clubs, & estate agents etc. - not attractive to residents or visitors. Need museums & places to go that are not cafes & bars. Durham used to be a place to shop – not now.

EQ43. Re: Policy E4.4 Decisions regarding other proposed uses - those not included in the definition of appropriate to a town centre - should account for impact on proportion of available space for appropriate uses.

The lack of available space for appropriate use in the secondary frontage spaces within the centre creates affordability issues. This has an impact on the ability of the city to generate the number of businesses required for a critical mass of reasons to visit.

Q35 I agree with all but I would like lower Claypath included by name – in 4.97 upgrading & in policies re primary & secondary frontages (with emphasis on Policy E4.4).

Q76 E4. Concerned about the number of coffee shops etc and the lack of retail in the primary shopping areas. Can this be controlled.

WC28 Comment on your post "Policy E4" POLICY E 4. I support this Policy.

WC103 Comment on your post "Policy E4"

The SRA is particularly concerned about North Road. We would like to see the Empty Shop studios above the bus station shops as a catalyst for the development of an arts area similar to Ouseburn. The Shakespeare Hall could also come into play. It is also the point of entry for people coming to the city from neighbouring villages by bus and must also offer the kind of shops they want to see. Charity shops have an important role to play in both meeting people's needs and in recycling goods.

WC116 Comment on your post "Policy E4"

I agree with the SRA that the North Road is a particular area of concern. A lively retail sector here could support arts and heritage premises which would form a suitable entry point to the city. The conversion of Milburngate / the Gates from primarily retail use to residential, with retail provision taking a second place, breaks the flow of customers from the Market Place, and care will be needed to encourage shoppers past this 'natural break' (in both directions).

Pre-submission consultation. Collated comments from questionnaires, website and emails

The same is true of the foot of Claypath, where the existing difficulty of encouraging shoppers up the hill has been exacerbated by the construction of Millennium Place, and by the abandonment of the designation of lower Claypath as retail.

WC218 Comment on your post "Policy E4"

Retail premises should not have external security blinds of the metal roller variety on front doors and/or windows.

COMMENTS ON THEME 4: A CITY WITH ATTRACTIVE AND AFFORDABLE PLACES TO LIVE

Location of Theme details on the website: <http://npf.durhamcity.org.uk/the-plan/contents/theme-4/>
Theme available as a pdf file: <http://npf.durhamcity.org.uk/wp-content/uploads/2017/10/HousingTheme.pdf>

EQ01 Give the city centre back to the people and make students go into university accommodation. What has been done to the city where no one lives in it for six months of the year is criminal. A beautiful city centre ruined by money grabbing landlords who couldn't care less about the environment. They don't even pay council tax yet get all the benefits which I have to pay for.
Copied from Theme 6

EQ03 Durham needs to be a city for all and not just for students which is how it feels at the moment.

EQ04 At present it's impossible for most first time buyers or people with families to afford houses in the city centre. A mixed community benefits everyone, also if more of the people working in Durham could afford to live there it could help alleviate traffic congestion.

EQ05 NDSS and BfL etc are only advisory and as such the Council cannot insist that developers build to any space standard or quality. There is no requirement or incentive for developers to provide larger space standards than their competitors. Councils can lobby central government however.

I support the provision of affordable housing in perpetuity, especially that which provides future flexibility and adaptability.

Developers should not be able to attempt to discharge their Section 106 Affordable Housing obligations through substandard offerings

EQ06 The problem with student accommodation. is that most students do not like residential and seem to prefer private accommodation. Residential accommodation must be cheaper than private to help change their minds.

EQ11 Although I agree that the growing numbers of students living near the city centre needs to be regulated to protect other residents and encourage mixed neighbourhoods, I do feel the pressures created by student accommodation would be somewhat alleviated by extensive, safe, cycle lanes reaching out from the centre. Copied to Theme 5

EQ13 20 percent is much too high a value for student population in any area. It should be little higher than the value suggested for a 100-m stretch - perhaps 12 percent.
Further building for students by private developers should be stopped until the university presents a very clear (and reliable) plan for student numbers.

EQ15 I totally agree with all these policies. Well expressed and justified.
It is essential that development is properly controlled. I am not a NIMBY, but we must be able to do better than is evident right now.
I urge the implementation of these policies now.

EQ16 Stop the landlords buying up houses to convert this is driving residents out of Durham so reducing the local indigenous population. It also reduces the number of residents who can afford the houses and who would shop locally. There is pressure on the schools as the children have to drive by car /bus so causing traffic problems.

Is Durham City becoming a dormitory town for the University? Copied from Further Comments

I understand that some of the new completed developments of student accommodation are under occupied like Chapel View which has closed a wing. The new accommodation near the Chains(is it Kepier House?) and the Village near the viaduct are similarly under occupied.

Why are they building more large blocks?

We need more bungalows or purpose built homes for the elderly

Q03 Ban the use of property 'To let' boards they are becoming an eyesore in the city streets. Promote more student accommodation nearer the university Copied from Theme 2a

Q04 There are too many houses ad student accommodation and other student places such as * bars / restaurants * cafes & coffee shops * shops ... Copied to Theme 3

Q07 Need to get the ratio of housing needs for the local community as a priority. Too much student accommodation in the centre of Durham. Student accommodation should be built on university land, not in the centre of Durham

Q09 Less student accommodation and more to install community life. Copied from Theme 2a

Q11 Of course (as many will say), this comes too late. The city centre is already dominated by student housing blocks (which are currently, if finished, not fully occupied) and privately owned student occupied houses whose gardens are not tended and – of course – whose occupants change termly / yearly resulting in a transient community. More on Theme 4: From Sept. 2018 shopping at Tesco & M&S in the city centre will be a health & safety violation due to likely extreme overcrowding. Copied to Theme 3

Q12 There should be a blanket ban on any further conversion to student accommodation or for any further purpose built student accommodation. The University has grown too large for the size of the City. Further expansion should be resisted. Copied from Theme 1

Q13 When the majority population in the city is students there seems to be very little hope of returning it to a place of residence for families & a mix of age groups. If the H.M.Os could be turned back into family houses it would be a great start. The University is to blame for not housing their own students & allowing the situation to develop where the town is now a campus rather than a city for people.

Q15 I think this is a case of the stable door being shut after the horse has bolted. It is too late – and the County Council seems not to care for the ancient city it is responsible for.

Q19 Agree with neighbourhood plan. Encourage conversion of HMO's back to family homes. Vital to have good regeneration that is environmentally sound. Bring Durham back to life with more permanent residents & the shops will prosper. Copied to Theme 3

Q20 I don't understand how you are going to reverse some of the HMOs. Does this mean that further building of intended HMOs will stop from now – such as the plan to build 'flats' at Providence House (in the garden).

Q24 Shopping area too large; should encourage more residential. Copied from Theme 3 Not sure that there is a 'dominance of executive housing' and that 15% of units must be affordable on every site; although OK as an aspiration.

Q26 A total ban on more HMOs should be implemented. There are already far too many student HMOs. As for the proposed purpose-built student accommodation in my opinion some of it may

well remain empty. Far too much consideration has been given to student accommodation and far too little to private residents in the City. Bring back private residents into the city and businesses will prosper 52 weeks of the year, instead of for only c33 weeks p.a. Copied to Theme 3

Q28 I strongly agree here. The University must accept more responsibility for its increase in numbers and the Council must try to redress the balance of students / residents ...
Essential to insist on parking to be available also in HMO → students should only be allowed cars if there is parking at their dwelling. Copied from Theme 5

Q29 Residents have definitely missed out in recent years – students rule is the reality of living in Durham. 'Student housing areas' have become run down, litter strewn, badly maintained areas. As a resident I have to accept drunken, rowdy, loud groups of students causing disruption every night of the week.

* Non payment of council tax on student accommodation must be addressed * Copied from Further Comments

Q33 The main problem is whether builders of housing, who want to maximise profits, will be willing to build housing for ordinary residents which are affordable for them.

Q35 I heartily support all the policies. A few points:

- change of HMOs into family homes – might ground floors become "Granny flats" & upper floors for younger / more physically able members of families?
- use of unused PBSA space as flats for residential citizens / elderly: care about noise etc from nearby students
- management of PBSAs to include close involvement of University, to "manage" students

Q37 It can only be hoped that the ambitious approach contained in these excellent policies can make any progress against schemes of developers and student landlords which have triumphed for too long and the County Planning Dept's indifference or cowardly retreat in protecting the needs of city residents.

EQ20 The introduction to this Theme is unfairly biased against students and a more balanced view is needed. At community meetings I have attended, residents have often expressed positive views about the presence of students in their midst who contribute to the diversity, vibrancy and even security of the community. Restoration of social trust, understanding and respect, and mediation of disputes or conflicts of interest could be achieved through a revival of the "governance of the commons" (as set out in Ostrom's publication "The Governing of the Commons") which should be included as a policy objective.

EQ21 I'm very pleased with the recognition of older residents needs. Access is all important: shops, public transport, parking spaces & so on.

I also favour converting HMOs back into family use once purpose built student accommodation is sufficient.

EQ22 With new restrictions on student accommodation can you ensure that there will be sufficient housing for the growing student population? And would limiting the number of students accepted to Durham University resolve some of the issues?

Also I was perhaps naively surprised to the policies with regards to housing for the elderly and for people with disabilities as Durham doesn't seem to be well-equipped for these people.

Cobblestones, narrow pavements, poor public transport and steep hills don't strike me as the ideal place for people with limited mobility.

EQ24 There must be a plan for the direction of housing in Durham city. If aims are drawn out regarding the amount of each type and the quality of accommodation then this will cater for everyone fairly, and will be best for the city going forwards.

EQ25. Two very thorough and comprehensive policies.

S1.7. is particularly important to resist some of the unsustainable aspects of the university expansion, like the demolition of Dunelm House. Copied to Theme 2a, Copied from Theme 1

EQ26 The current data base for the number of houses occupied by students is hopelessly wrong I think it had an occupancy of about 25% for Ferens Close near my House when its 75% so a proper surveys is required

EQ31 Slightly amending of the wording of the vision statements to provide consistency of wording with the overall vision would be helpful. For Theme 4: Durham City will have a range of housing types to meet the needs of a sustainable mix of local residents, of all ages and abilities, and students living in harmony.

EQ34 With the growth in Student numbers the City appears to becoming their Campus. The University needs to recognise the impact this is having and ensure all students are aware they are visitors to the City. Some way must be found for the City to receive some income for Student impact either through a Student Council Tax or a specific Business Tax on Student Property Landlords.

EQ35 Durham City is being starved of permanent residents and is becoming a student annex. There is enough existing accommodation in Durham already for students and appears to be future proofed for some considerable time, they don't pay rates & they incur additional costings to the permanent ratepayers through their inappropriate behaviour. The need to be a time to address housing for those individuals who live here and would contribute to the community for future generations and not just 3 years. I feel there is a narrow view by planners that factor in student accommodation as the be all and end all.

EQ38 Much more of the University's undergraduate body should be accommodated in residences provide by the University itself. The University has let our city down providing accommodation for fewer than 50% of students. The resulting rise of private landlords has blighted swathes of the city and shows absolutely no sign of stopping. Whilst I support the plan it would seem it will do nothing to redress the balance and put back into family ownership those homes bought and ruined by the student landlords. How will the city's plan influence the University's plans? Do the University recognise the problem of their making and might they become more considerate of the needs of a city rather than solely they're own ends? We have all heard the argument of how much the University has brought to the city, we have also all witnessed what it has done to detract from its variety and stature as a great place to live. The city has been compliant in its support of the University; the horrid and over-sized Law building on Stockton Road, the massive new development at Houghall sports facility, for example. Perhaps it is time for the planners to assert that the University is good corporate citizen of our city and encourage them by being more critical of their plans?

EQ39 Students and their living spaces have come to dominate the City landscape and community discussions. Sadly, neither domination is a positive thing for Durham. Balance is important and, with an ever expanding University in our midst (seemingly insensitive to the relative scale of 'gown' and 'town'), these policies if implemented could prevent further deterioration on this issue. Redressing the balance will be hard - and some of the negative impact cannot be reversed I fear, but let us at least ensure that, going forward, there is tighter control.

EQ40 Clearly the university and its students are important to the city but the large parts of the City have become student ghettos and there is no sign of this being reversed. This is severely damaging Durham as a good place to live and will be detrimental to the economy of the city in the long term. A well thought out mixed housing policy is urgently needed.

EQ41 I strongly support both control (and also reduction) of HMOs in the city, and also the provision of mixed housing that includes a larger proportion of housing for older people in the city centre. The proportion of people over 65 is projected to increase in County Durham between 2016 and 2036 from 20% to 26%, up from 16% in 1996 (source: ONS). Housing provision should reflect that.

EQ42 I support the plan for housing development as described in this section of the plan, particularly with regard to the Offices at Diamond Terrace, and Main Street USA. In both cases the nearby green belt area and right of way/access for existing residents should be protected/enhanced as the narrow entrance to the area from Framwellgate Peth is already hazardous. Copied to Theme 2b. Other residents have mentioned the notable absence of Durham Prison in this section as a key site for potential future housing development. It seems appropriate that any opportunity for this key site to be utilised for housing in future be explored fully.

EQ45 New housing and renovations must be to the highest energy efficiency standards eg passivhaus

EQ49 All of the actions proposed in D1-D5 are necessary if the local planning system is to deliver the balanced communities which NPPF enjoins.

EQ50 I wonder, given the pressure to increase student numbers, if fruitful comparison might be made with the situation in Oxford, where I believe planning policy requires the university to provide a specific amount of suitable accommodation for students in order not to squeeze out local residents. This continues to be a growing concern. Copied from Further Comments

EQ51 There is an excess of student accommodation - please consider the rest of the city's needs.

EQ52 I support the plan's proposals to limit student accommodation in areas with this in already. Developments that return highly student populated areas to a better residential mix should be promoted. Purpose Built Student Accommodation should be discouraged in prominent city centre locations and in already student populated neighbourhoods. Proposals should not impact upon the character of the area and leave parts of their town uninhabited for part of the year. Multiple developments should not be allowed in close succession due to disturbances to residents from prolonged construction work. Proposals for affordable housing to be part of developments is positive for the city.

A mix of uses is important so that student accommodation does not predominate areas and local communities can flourish. Copied from Theme 1

EQ54 The urgency is for housing for older and disabled people.

Q39 Why didn't this come powerfully to the fore years ago?

Q40 D3: Enough already

Better family homes needed. Too many tall narrow town houses. Too little for young professionals & older people.

In term time there is severe congestion on pavements. Siting of PBSOs need to take this into account. Copied from Theme 5

Q42 The Social Function: The needs of an increasing population of older people. There is not an adequate provision of suitable housing for this age group. The emphasis so far seems to be only student accommodation. Copied from Theme 1

Q43 The policies are extremely welcome and the only question is whether they are tough enough. Some thought ought to be given as to whether a 'cap' on the total number of student properties should be given, or perhaps an indication that homes for the other groups should be given precedence.

Q46 How about making local landlords responsible for paying their tenants' council tax? That might stop them from squeezing 8 students into houses of 203 bedrooms! (I do realise students are exempt from Council tax, so this is just idle speculation ...)

Q48 Surely the old cinema in North Road could be converted into something useful (but not for students) Copied from Theme 2a

Any further purpose built student accommodation should be totally banned in the City Centre. The University should be forced to take students out of City Centre houses and put them into University property. City Centre houses should be freed up for families and private occupation. There is no hope of housing, high density or, otherwise, for real people until we can get rid of the students. Copied from Theme 5

Q49 New PBSA accommodation in certain areas has greatly improved the built environment eg at old New College site @ Nevilles Cross

Q56 Some reversal of past trends is needed. Better if all households paid rates – present system unfair & iniquitous.

Q57 See attached comments [provided as pdf file AttachmentQ57]

Q60 There should be a moratorium on building more student housing until it is established that existing PBSAs are attracting enough occupants.

HMOs should be strictly policed.

I gather that some of "our" affordable housing has been relocated to East Durham.

Q62 St Margaret's Allotments are shown as designated for housing. Is that correct? Copied to Theme 2b

D.5.1 How can you provide 15% affordable housing with the minimum number of 10 housing units?
D6. Who defines "high quality design"?

Q64 While it is outside the scope of this plan, pressure ought to be put on landlords / students responsible for HMO to ensure they make a contribution to council tax.

Q65 Re pressure for student developments on housing provision in Durham City: is it possible to require the university to build new colleges / expand accommodation in existing colleges BEFORE it unloads another 6000 students onto Durham? To date, the university has unilaterally decided to expand, & Durham city centre has paid the price.

Q66 10%?! There must be 80% HMOs in my area. It is ridiculous that new build (22-24 Hawthorn Terrace, Juniper Way, Byland Close) has been allowed to become HMOs. Surely now, if a house is sold, the owner has to re-apply for an HMO licence.

Q68 Does the shortage of building sites not make affordable housing a dream?

Housing for the elderly and disabled should be made a priority. The ageing population need to live independently

D2 & D3. Its time this was addressed

The balance between town and gown needs to be addressed. The city is rapidly becoming a campus. How many more student flats need to be sited in the city. Copied from Theme 3

Q69 Purpose built student accommodation should be on University Campus / College sites, thus releasing current developments for wider housing needs. Car parking will be an issue. Good example would be Three Tuns Hotel which could be used for a wider client group and might be preferable for older people than the suggested sites – several of which are too far up steep hills. Copied to Theme 5

Reversing terrace housing to family use is supported in principle but cost and practicality issues are likely to prevent its achievement. Currently, with the culture of drunken, loutish behaviour, and the associated public urination and vomiting, the City can be argued to be unsuitable for older residents. This must change if the Plan is to have a chance of success.

Student accommodation should be developed substantially on college campus sites and proposed student developments diverted to other housing needs. Copied from Theme 1

Other property, often occupied by students is often in a poor state of repair, and this needs to be urgently addressed. Copied from Theme 2a

The combination of high student numbers and a dominant drinking culture is proving damaging to residents and, by implication, to residential property values in the City. Copied from Theme 3

Q73 This area has been totally neglected. Housing for elderly – or mixed with families – all should be created handicap friendly from the start. Elderly and people with mobility problems want to be where there is easy access to transport, shops etc. Claypath student accommodation plan is a disgrace! We permanent residents are here all year round!!

Q75 I feel that any future developments proposed for student accommodation re HMO's should not be approved if more than 20% of these properties within 100m are already HMOs, or if student population exceeds 30% within the area rather than 10% or 20% respectively as in summary document.

All developers must have the approval of the education developer and should be situated wherever possible on the provider's land.

Q76 I support the extension of Article 4. Please see extra sheet [Provided as a pdf]

T1. Excessive student development in the city centre has put a huge amount of pressure on the medieval road network and narrow streets and pavements of our city. This needs to be considered in the future. Copied from theme 5

Q78 It is a travesty that so many small houses have been converted to HMO depriving residents of convenient homes e.g. Viaduct / May St / etc. Families need houses. Students need purpose built suitable accommodation.

EM1. I don't think there is a problem with too many students as purpose build residences are in the pipeline. But non road and unadopted routes between student dense residential areas need to be improved to prevent pavement congestion. Copied from theme 5. And more student houses need to move over to being starter homes.

WC9 Comment on your post "Plan as pdf" Theme 4

I wholeheartedly agree with these objectives:

4.131

Objectives

1. To change the imbalance towards student accommodation back to a sustainable,

balanced community;

2. To provide housing designed for the needs of older people and for people with disabilities;

3. To provide affordable housing for all sectors of the community, but particularly for families with children and young people starting out.

I work with students, but want to stop Durham City from becoming a student ghetto! Working people need peace and quiet at night, not partying.

WC56 Comment on your post "Chapter 5: Implementation and Monitoring" Theme 4
CHAPTER 5-IMPLEMENTATION & MONITORING-(Appendix A)

By way of supplement to my earlier comments and with a view to an approved plan for the City which achieves a better balance between constraining development and pro-actively encouraging desirable development the Plan could be greatly improved by highlighting and including within Appendix A a redevelopment opportunity which will arise sooner or later within the heart of the City, and potentially within the Plan period.

The relocation of Durham Prison, potentially including Crown Court accommodation, to a site outside the City under recent/current Government consideration would create a once-in-200 years opportunity for an innovative and transformational development within the heart of Our Neighbourhood with an emphasis on housing where the opportunity would exist to redress the current imbalance between the accommodation needs of "Town & Gown".

I propose that provision be made within the Neighbourhood Plan for this unique redevelopment opportunity to be frameworked by reference to a Site Map and key criteria reflecting the type of development that would be welcomed by the citizens of Durham.

(The process through which the current redevelopment of the hospital site has progressed is an excellent example of what, through intelligent forward-planning could and should be avoided.)

WC57 Comment on your post "Theme 2(a): A Beautiful and Historic City - Heritage" Copied to Theme 4

I support all of these policies and the naming of specific sites. At the moment it feels as if every old building in Durham is either being knocked down and turned into a Purpose Built Student Accommodation (PBSA) or renovated and turned into a PBSA. What next - will Durham Prison be the next building to be sold off and converted into a PBSA?

WC60 Comment on your post "Maps" Copied to Further Comments, Theme 2b, Theme 4

These maps are brilliant. Two suggestions. ...

Could you upload an additional map depicting student accommodation densities. Perhaps you could illustrate densities of less than 10-20% in green rising to 30-40% in pale blue, 50-60% in dark blue, 70-80% in purple and 90-100% in red. It would be really helpful to capture on a map the full extent of studentification across the city, including PBSAs as well as houses. If you were able to go into even more detail it would be interesting to depict the scale of some landlords' housing portfolios as some landlords appear to own 100+ properties across the city and in surrounding villages eg: Bowburn. If you were able to go into yet more detail and capture student housing 25 years ago on a map it would be helpful to compare it to 2017. These maps would be useful in discussions about the pressing need for more balanced communities in the city.

WC65 Comment on your post "Theme 4: A City With Attractive and Affordable Places to Live"

Given rising longevity across the UK I welcome Policies D4 and D5, wholeheartedly support Policies D2 and D3.

WC71 Comment on your post "Summary: Theme 4: A City with Attractive and Affordable Places to Live"

All new houses should be built to conserve as much energy as possible. This will make them cheaper to run and help the environment. We absolutely must try to return houses built for families to families. I agree with this policy.

WC94 Comment on your post "Plan as pdf" Theme 1 Copied to Theme 4

... There should need to be a proven demographic need for development, in the case of residential development, by comparison of number of residences with certain number of bedrooms and number of families in permanent residence together requiring that number of bedrooms. In general household size is shrinking so never mind squeals of developers, smaller properties are needed, not luxury developments.

WC95 Comment on your post "Plan as pdf" Copied to Theme 2b, Theme 4, Theme 5

Overall I am in favour of the proposed plan, particularly reducing student accommodation and increasing properties for first-time buyers and the elderly.

A number of suggestions: ...

4. Increasing the number of students by 6,500 would finally turn Durham City into Durham University campus and must be resisted.

WC97 Comment on your post "The Plan" Copied to Further Comments, Theme 4

This plan has obviously been well thought through by people who are passionate about Durham City and who want to retain it's individuality whilst recognising the need to move forward. That balance is not easy but if the plan is taken on board I believe it would help immensely. There is so much building work going on at the moment which makes it hard to see where Durham is actually heading, but I hope that the plan will force the powers that be to realise that students are not the be all and end all. They have got to cater for the existing and future residents, and make it affordable for young families to live and prosper in our lovely city.

WC110 Comment on your post "Your views" Theme 4

I support the Draft Plan. I also endorse the comments of WC84 and WC96.

The main planning issue in Durham City is the large number of houses and flats in the city centre being occupied by students and the effect of that on the life of the city and on the residents. The residents have been, and are being, driven out either by being priced out of the market or by the antisocial behaviour of students. For the city to remain a healthy and balanced community long-term residents must be brought back.

Therefore policies should aim to bring back student houses and HMOs into occupation by long-term residents. If PBSA has this effect then it may not be objectionable provided it does not give rise to antisocial behaviour which affects neighbouring people.

WC127 Comment on your post "Summary: Theme 4: A City with Attractive and Affordable Places to Live"

The current policy, that of the County Council, to approve an ever increasing number of buildings to be occupied by the students of Durham University has been recognised and criticised for many years and yet new student accommodation, some of it in the very centre of the 'City, for example Claypath, keeps appearing. Moreover, the University, fully aware of the problem that they have created, have now decided to 'import' another 2,000 students from their campus at Stockton on Tees. In the meantime there has been no apparent effort to build affordable family housing in the 'City, or to cater for the increasing number of senior residents who may wish to occupy apartments close to the city centre. The new location of student accommodation in Claypath would have been ideal for apartments for senior citizens.

WC131 Comment on your post "Summary: Theme 1: A City with a Sustainable Future" Copied to Theme 4

No one can fault these aspirations. However, there must be a balance between all factors with, above all, due weight given to the wishes of the full time residents and the local businesses of Durham City in preference to those residents, the student population, who are in transit. Are there any guarantees that the many examples of purpose built student accommodation will be occupied, or will the students always choose the least expensive options which would seem to be houses in multi-occupancy.

WC135 Comment on your post "Theme 4: A City With Attractive and Affordable Places to Live" Conversations with members of the public at drop-in events showed that an overriding concern of local long-term residents was the disruptive behaviour of university students late at night in residential areas. Controlling student behaviour is obviously beyond the scope of the neighbourhood plan, but housing policies that lead to more balanced communities will surely help.

WC138 Comment on your post "Summary" Copied to Theme 2b, Theme 5, Theme 4
To-let boards are a real problem in the city, they don't make the city feel homely for anyone, including the students.

WC151 Comment on your post "Theme 1: A City with a Sustainable Future" Copied to Further Comments, Copied from Theme 1

THEME 1. Upon reflection I am clear that by far the biggest single challenge facing the City in the Plan period will be how the University will be permitted to progress its further growth aspirations and how the further worsening of the already severe imbalance between "Town & Gown" can be managed.

Further University growth within the City on the scale recently announced will further substantially damage our City, create further pressures on infrastructure and support services, and challenge sustainability.

Would I be naive in hoping that, once the Neighbourhood Plan is approved and in place, the planning system will enable unsustainable planning applications submitted piecemeal to be identified and rejected?

At this late stage is there any way that the Neighbourhood Plan could include an additional provision which might give the City greater protection against University menace? Not an easy question, but worth thinking about.

WC162 Comment on your post "Policy H2" Copied to Theme 4

The appearance of the Durham City Conservation Area is rather marred by the proliferation of A boards, sometimes obtrusively blocking the pavement. They can also form obstructions and even be hazardous (as with the limited pavement space at the bottom of New Elvet Street, where people will sometimes swerve into the road to get by).

This issues relates to the consultation questions about accessibility.

WC206 Comment on your post "Summary: Theme 4: A City with Attractive and Affordable Places to Live" Copied to Theme 4, Theme 5, Further Comments

Unfortunately, I am unable to study this lengthy proposal in any real detail. I cannot see a useful overseeable summary to help me.

When the issues are so many, and so complex it becomes too difficult to do justice to the enormous efforts made by those compiling this work. I cannot take the time to get to grips with all this.

So if it is any use I can tell you what I think about a few issues that effect me and my family.

Student housing is a problem because in Gilesgate we have lost so many neighbours. While many students are nice, they just come and go. It is such a transient population.

The restrictions on properties of multiple student occupation are not working at all. We lost our old neighbour's home to an 11 double bedroom student house (formerly residential at 97 Gilesgate). And now the small medieval narrow croft at the rear of this large student house, with an old garden and trees, will be lost too, as a three storey - 6 double bedroom student house will be squashed into the same property as this 11 double bedroom property. Gross overcrowding. What is really going on?

...

Students are often sympathetic to residents problems. Help them to join in making lives easier where ever they can. The students often don't agree with Uni policies! They have as little say as the rest of us ordinary folk. The Council is working with developers and probably some people are doing very well at the expense of the common good of the city. Who are these powerful people? Time to name them, and examine what they are doing, why, and who is benefiting!

...

That's probably enough from me.

WC211 Comment on your post "Theme 1: A City with a Sustainable Future"

The comment about the University development [WC151] is well made and its impact on the environment and local services. The impact on local service funding is important given the increased call on local government and health services none of which will receive increased funds as a consequence and in some cases income will be reduced. Copied from Theme 1

WC217 Comment on your post "Policy E3" Copied to Theme 4

New Purpose Built Student Accommodation schemes should be required to be designed with the capability to be reasonably easily converted to suitable accommodation for young couples starting out on the housing ladder, or professional people or elderly people in case the development proves to be surplus to the market for student accommodation.

Policy D1: Land for Residential Development

Q09 D1: Have enough housing in Durham City

Q19 D1: more for the elderly & not too many housing developments in the city. Develop what is already there perhaps.

Q32 D2 - 'Shutting the stable door after the horse has bolted' - It's too late to stop HMO applications if more than 10% are already HMO's – ref Hawthorn Tce, Holly St, Mistletoe St, Laburnum Ave etc. Many new houses are bought by landlords to let – see Juniper Way. Can new housing be restricted to owner occupiers only? Residents in HMO's should pay council tax.

Q47 D1 strongly. Be lovely if it could happen

Q53 D1 strongly

Q63 Para 4.147 D1.3 & D1.4 And Para 4.148 D1.9

References to Flood Risk suggest danger signals; any proposals for development here should be examined with great caution. Plan wording should clearly reflect this.

Q76 D1. Agree with these sites but design briefs are required and should be adhered to. We don't want more suburban poorly designed executive homes.

WC29 Comment on your post "Policy D1"

POLICY D 1. Whilst I support this Policy I was very surprised to see the Marjorie Lane allotments site coloured on the Map as allocated for housing development.

I understand that this is not the case and that the the colouring of the Map is to be changed.

I would be totally opposed to residential development on this site.

WC222 Comment on your post "Policy D1"

Thank you for your comment [WC29]. Just to confirm, we have not allocated the Margery Lane allotments for housing. The definitive list of housing allocations is in the text and the allotments aren't there.

Our map overlays the site allocations on a base map provided by OpenStreetMap. Unfortunately the colour it uses for allotments is close to that we chose for housing allocations. But if you go to the online map here, you will note it doesn't appear. You can use the tick box to turn the allocations on and off, this makes it even clearer. We are looking into changing the colour on the printed map.

WC50 Comment on your post "Policy D1"

I am constantly surprised that Durham County Council always seem to formulate policy long after it is needed or is relevant. I am surprised that the largest site in Durham has escaped the notice of the authors of this document. Very soon the City Prison will close and will come to market, once everything is built or at least planning applications have been lodged everyone with complain about what has been built or planned. The Prison is a key site and a plan issued by the council now with a planning brief would influence its market price and give some assurance that what the city needs is delivered. There are obvious heritage and tourism aspects to the site but there is scope for some housing too. Now is surely the time to address the question of what happens if or when, rather than when it is all built (to no one's satisfaction).

WC51 Comment on your post "Policy D1"

Regarding the proposals at Sidegate the ideas proposed are impractical. I have done a good deal of research and the cost to move the sub station to the nearest site (the sewage Works) is in excess of £4m the only way that this could happen is with a more intensive development on D1.9 and D1.10 plus subsidies from the council; or government, this may be lessened if the flood risk increased but this in turn may make housing less viable.

D1.9 Sidegate electricity sub-station (12): this site is not a formal allocation at this stage because it lies within Flood Risk Zones 2 and 3. If this can be mitigated, It would be suitable for terraced houses matching Sidegate; provided that development proposals protect surrounding trees and woodland habitats and carry out a site-specific flood risk assessment.

D1.10 Council-owned car park, Sidegate (20): this site is not a formal allocation at this stage because the owner does not agree at present. It is suitable for two or three rows of terraced houses; provided that development proposals protect surrounding trees and woodland habitats.

WC83 Comment on your post "Policy D1"

Policy D. 1. Whilst I have already commented elsewhere (under Chapter 5-Appendix A) about the opportunity which will arise upon the relocation of Durham Prison to a site outside the City it is essential that the opportunity is not lost to factor in to the Plan the potential for the Durham Prison site to make a very substantial contribution towards meeting housing targets within the City during the Plan period.

The earmarking of this site for longer-term residential development would provide a much-needed opportunity to re-balance housing provision within the City, reflecting ascertained need, at the same time relieving pressure for the further release of land for residential development on designated green belt land around Durham City.

Whilst the site may or may not become available for redevelopment within the Plan period, Durham Prison, built in 1810, is bound to be relocated in due course.

It would be grossly negligent if the Neighbourhood Plan failed to recognise and take account of this very significant longer-term opportunity.

WC111 Comment on your post "Policy D1"

The SRA fully supports the allocation of housing sites D1.5 and D1.6 in Diamond Terrace. We would also support housing sites D1.9 and D1.10 if the difficulties can be overcome.

WC152 Comment on your post "Policy D1"

Paragraph 4.146 refers to the SHLAA update that formed part of the evidence base for the withdrawn County Durham Plan. It is a matter of regret that the Council has not published a more up-to-date version of this document. However, there is a more current document in the public domain, whose existence was pointed out to me when I made a request under Freedom of Information legislation. In the list of files for planning application DM/15/02626/OUT is one titled APPEAL THOMAS BENNETT APPENDIX I and this contains information about sites as provided to a Planning Inspector in June 2017. I suggest that this document is added to our evidence base, until a more recent SHLAA is published by the County Council.

Policy D2: Student Accommodation in Houses in Multiple Occupation (HMO)

Q09 D2:!

Q18 Policy D2 needs to be enforced! Balance the key idea. The trend towards greater proportions of student accommodation needs not only to be halted but reversed. Why does the "education provider" have such power?

Q19 D2: Need much more control over this.

EQ23 D2 - Recently Durham County Council has begun to exercise its authority on this issue but MUCH more needs to be done. The developers are powerful, manipulative and concerned only with money. Many have no local interest of any kind other than property ownership and the money that flows from it. Much more power needs to be exercised to retain the parts of the City that have not been 'studentified'. The presumption should be that HMO's will NOT be permitted i.e. any conversion or use should need explicit permission with the presumption that it will NOT be granted. Further, there should be a designation of zones in which no HMO's will be granted under any circumstances and in which any sale of a property that is currently in use as an HMO must revert to single occupier use. Finally, in any non-HMO designated zone, a good behaviour policy should be in place for the occupiers of remaining HMO's and if breached on a three strikes and you're out basis should lead to a reversion to non-HMO use. This would encourage landlords to select good tenants and to enforce good behaviour rules.

EQ25 D2: Would it be possible to consider rent caps on HMOs? One of the reasons (except for increased numbers) why students have moved into areas like Gilesgate is because of the unsustainable rent prices in the city centre. This ensures that only it is only accessible for traditional students from higher income families. Having some sort of policy in place that ensures rent in certain parts of the city doesn't continue to spiral is really important.

EQ43 Re: Policy D2.3. Consideration should be given to returning HMO's to C3 where the same property owner is selling multiple properties on the same street on a simultaneous basis for a single price. This would prevent scenarios where houses are sold in multiple quantities as going concerns and therefore exclude through cost C3 buyers - as has previously been the case on Tenter Terrace and Ravensworth Terrace.

EQ46 I would add to D2 / D3 that student houses should be as energy efficient as possible - Double glazing etc. Lots of them are currently not well-insulated, which leads to energy losses and also encourages damp and mould (especially if houses don't have tumble driers!). Whilst I agree that it's important students don't take over too much of the city, I would argue that this is more an issue with the university itself - They keep increasing intake when they shouldn't! Students do need somewhere to live, it's essentially not our fault there are so many of us.

Q44 Ref: D2 Can this rule be applied retrospectively please

Q47 D2 strongly. Be lovely if it could happen

Q53 D2 strongly

Q67 D2: ✓✓✓✓✓

I have real concerns that HMO would simply convert from student accommodation to DHSS bedsits and not be freed up as homes for professionals, couples and small families.

Q68. D2 & D3. Its time this was addressed

Q76 D2. The University needs to provide more accommodation to release the pressure on the city. Residents should not be trapped however by these policies.

WC7 Comment on your post "Policy D2" Copied to Further Comments
The vitally important role of the university in this city must be recognised.

WC30 Comment on your post "Policy D2" POLICY D 2. I support this Policy

WC87 Comment on your post "Policy D2"

D2 is an appropriate policy meriting support, one which would with luck prevent the degeneration of more areas of Durham.

WC93 Comment on your post "Policy D2"

[Response to WC7.] Isn't it already? It owns most of the city and does what it wants anyway. Locals don't feel welcome in their own city as it is but still pay plenty in Council Tax to subsidise it so what is the point of your comment?

WC96

Comment on your post "Policy D2"

Whilst supporting the policy I suggest that it needs to be strengthened so that the 10% include PBSAs and properties which have HMO and PBSA permission but are not presently being used as such.

It is the permission or use which is relevant NOT Council tax exemption, which is not always claimed.

Similarly the population should be calculated as bed spaces of HMO and PBSAs in being or approved.

WC102 Comment on your post "Policy D2"

It is essential that the university itself should provide the accommodation for any additional students. It is threatening the city by its massive expansion so that we are no longer a balanced community but more like a company town. The development of HMOs and PBSAs must be restricted outside the current controlled areas to prevent displacement of the problem. The university's Masterplan for expansion must be assessed as a whole for its impact on the city and not piecemeal as is happening at the moment.

WC136 Comment on your post "Policy D2"

I support this policy, which considers ways in which the commitment to balanced communities, acknowledged by NPPF, Durham County Council and Durham residents alike, can actually be implemented.

I note that in considering whether an area is able to accommodate additional student residents, D2.1 considers both the number of properties and the number of students, so that both smaller HMOs and larger PBSAs contribute to the total, and I endorse this approach as being self-evidently appropriate.

I also welcome D2.3's encouragement of conversion of HMOs back to C3. Many neighbourhoods in the City have gone so far towards student domination that communities cannot be re-balanced without such reconversions, and I deplore the proliferation of crowded HMOs which have been adapted in ways that make them difficult to return to family use. Moreover, given the shortage of development land noted in the Theme 4 summary, ("every remaining site is precious"); a street returned to family accommodation is worth having.

WC139 Comment on your post "Policy D2"

This University and very few others have the desire or means to provide all accommodation itself. Much of the university accommodation in Durham and elsewhere is of poor quality and HEI are moving to more private partnerships with accommodation providers. Modern purpose built student accommodation is very expensive and beyond the means of many, it is no cheaper if built and run by the University. HMO providers a lower cost option which is a lifeline for many students.

Article 4 Directions have, in all cities in which they have been imposed, had a large benefit to landlords in terms of capital values. Their success has varied and many appeals have been successful. Whilst the lower limit of 10% is in place it provides a clear definition for applicants however the lack of an upper limit can cause concern for longer term residents who may feel trapped in an area that has changed in character. An upper limit needs to be defined and whilst everyone is seeking a balanced society it is arguable that a 10% lower limit does not create a balance but a minority group within a community.

More effort needs to be put in to expanding HMO into unused and underused space above retail, such as in the excellent repurposing of the large redundant spaces above and behind the former Silver Street post office and the new development about the Riverwalk centre. Creating income from these spaces may take financial pressure from beleaguered retailers and breathe fresh life into city centres. Far too many ill-informed onlookers believe that student accommodation will replace the shops but in fact they may keep the shops open.

WC160 Comment on your post "Policy D2"

I support the policy's aim of avoiding an over-concentration of student properties. The planning policies of Bath and Lincoln also use a threshold of 10% in a 100m radius. The Bath policy counts properties which have planning permission for HMO use, not just properties which are already in use as HMOs. The wording of D2.1 seems to offer a loophole. The Bath policy also disallows change of use if that would result in another property ending up having an HMO on both sides. That would be a worthwhile amendment to consider. The Lincoln policy does not allow change of use to HMO if there would then be more than 2 HMOs in a row, to prevent local concentration. Oxford City Council has a policy which restricts each university to a maximum of 3000 students living out, by refusing planning permission for other university buildings if they have not got a plan in place to bring the numbers living out down to that level. Will the neighbourhood plan policy manage to reverse the current imbalances, or does it need to be stronger?

WC171 Comment on your post "Policy D2"

I support this policy, as well as any viable measures to convert C4 type housing to C3.

I think WC139 makes an excellent point in writing that "Modern purpose built student accommodation is very expensive and beyond the means of many, it is no cheaper if built and run

by the University". Surely this also suggests the desirability of the University being able to offer accommodation at costs that are not effectively forcing students into HMOs. Many students will continue to prefer HMOs for reasons of lifestyle.

The University is a vibrant and much valued part of Durham City. However, the density of HMOs in the City is widely experienced as a problem.

WC197 Comment on your post "Policy D5"

Support measures to encourage the re-conversion of HMOs to traditional accommodation. Copied from Policy D5

Policy D3: Purpose Built Student Accommodation (PBSA)

Q09 D3: !

EQ25 D3: I think I'd make the same recommendation again here, introducing a rent cap. A big worry for me is that purpose built student accommodation is very expensive and attracts wealthy students. Ensuring that all new purpose built student accommodation at least has tiered rent options would be an alternative idea?

EQ46 I would add to D2 / D3 that student houses should be as energy efficient as possible - Double glazing etc. Lots of them are currently not well-insulated, which leads to energy losses and also encourages damp and mould (especially if houses don't have tumble driers!). Whilst I agree that it's important students don't take over too much of the city, I would argue that this is more an issue with the university itself - They keep increasing intake when they shouldn't! Students do need somewhere to live, it's essentially not our fault there are so many of us.

Q40 D3: Enough already

Q47 D3 strongly. Be lovely if it could happen

Q67 D3: ✓✓✓✓

I have real concerns that HMO would simply convert from student accommodation to DHSS bedsits and not be freed up as homes for professionals, couples and small families.

Q68. D2 & D3. Its time this was addressed

Q76 D3. The design and layout should be of a high standard and should pick up the distinctiveness of Durham, scale, roofscape, massing. The layout needs to integrate with the townscape. Copied to Theme 2a

EM3. This is an additional comment to be added to my e-questionnaire response. [EQ31] Policies D3,D4, D5: It has been pointed out to us that Liverpool has included the following point in their student housing policy:

Proposals for purpose built student accommodation outside the City Centre will only be permitted where: ...

d. The buildings can adapt to changing market conditions. Proposals should incorporate future-proofing arrangements to ensure the building is able to respond to changing market conditions, by embedding flexibility of use within the design to enable the building to readily accommodate a viable alternative use.

This would be a useful addition to our policy D3, and achieve making accommodation available to the other groups of the population in Our Neighbourhood (as covered in policies D4 and D5)

WC4 Comment on your post "Policy D3"

Strongly support the third Article 4 Declaration, extending into other areas which are beginning to be targeted by landlords who are affected by the existing orders, and attracted by new colleges at Mount Oswald.

WC31 Comment on your post "Policy D3"

POLICY D 3. Whilst I support this Policy I wish to point out and give emphasis to the need for each PBSA to have a Management Plan approved by DCC in place prior to occupation.

A draft outline Management Plan would not be adequate, and to be meaningful DCC would need to be satisfied that the Management Plan, once approved, would be adhered to subsequent to occupation.

I strongly support the proposal to extend Article 4 Direction to the remainder of Our Neighbourhood, given the extent and speed of planned University development within the City, and the further damage to our environment which will follow.

WC52 Comment on your post "Policy D3"

It is very clear from the research that I have undertaken that the view is that in Durham too many PBSA beds are being built and very definitely too many at the same time. Studios will not deliver the returns expected as the void rate will be high and some degree of redesign may be needed in future. Lack of council control seems to be the problem with the overwhelming opinion that the policies on HMO and PBSA came far too late. Some PBSA schemes will prosper either through exceptional location (or with good transport links), great design, keen pricing or excellent management, however these are unlikely to be in all studio schemes as a mix is needed. Developments such as Chapel Heights or the proposed site at the Berendsen Laundry seem, based on the information above, if not doomed to failure then perhaps doomed to very challenging times ahead as they have between them over 500 studios and the laundry site is described as being, on the wrong side of the road in the wrong area. There is no evidence that developers have canvassed local students for opinions or had much interaction with Durham University. They appear to be relying on national trends and hoping that 'one size fits all'.

The likely scenario is that the PBSA will compete amongst each other for the students who can afford the very high prices, which will include some who would have formerly chosen university or HMO type housing, however the effect on HMO properties would be greater if the pricing structure was more competitive however by the time price reductions come into place these blocks will not be as attractive as they will be four to five years old. If the PBSA reduce prices then the return to investors and the ability to refresh the properties regularly will in turn reduce.

The great unknown factor remains the effect of greater licensing of HMO and the influx of 2500 students from Stockton. Equally any increase in students yet to be announced may create a situation where extra students may be introduced to Durham but without any greater ability to pay the requirements of the rents demanded by the PBSA which may create more voids or if the university recruits only those more able to pay may create a university whose members create an establishment more elite than it already is. However if academic qualification is the bar to entry there will be more pressure on the HMO market with the university able to demand terms from PBSA that will leave investors in the current schemes short-changed. Greater licencing is needed but with the extra undergraduates provided by the Stockton realignment will not immediately provide the boost to the HMO landlords that they are expecting unless they are prepared to invest. Durham University is unlikely to close and therefore city occupancy patterns are unlikely to change unless tourism fills the voids. Whilst residents who had previously railed against HMO and now feel that PBSA are an equal problem, there is no solution, evidence shows that even if the HMO properties were emptied of students it is unlikely that families will return. We have seen that residents fighting against schemes for residential projects (Mayorswell Close) and offices (Sheraton Park) now have very large PBSA following successful battles against the previous uses, these residents must now be wondering if the previous proposals would have been that bad after all.

HMO properties are unlikely to disappear but will face large challenges over the next few years. Retailers in Durham will continue to face the twin challenges of the internet revolution and the seasonality of business caused by students. The biggest losers will be local residents who feel disenfranchised and ignored. They will now face the likelihood of a two tier housing market which will reduce the value of their homes but perhaps make non-HMO properties more affordable to all.

WC84 Comment on your post "Policy D3"

Please see my comment re D2 [WC96] regarding the calculation of percentage limits.

Agree with the need for enforced management plans.

There should be mandatory licensing of all HMOs not just those with 5 or more occupants and three or more storeys.

Extension of Article 4 and imposition of Article 7 Regulation essential to the rolling back of studentification.

Council tax exemptions should be removed. We lose £4 million pa in spite of these properties putting a huge extra demand on public service providers.

Finally all HMOs should have water meters.

WC88 Comment on your post "Policy D3"

I strongly support the proposals in D3.1 and D3.2. I also favour D3.3, but am uncertain how it could consistently be put into practice. D3.1 mentions the requirement to demonstrate 'consultation with the relevant education provider'. This is important, for one suspects the University has chosen to pursue so far a largely hands-off, laissez-faire policy, in so far as it has had a policy at all.

WC101 Comment on your post "Policy D3"

Our comments on policy D2 apply also to D3. WC102

[It is essential that the university itself should provide the accommodation for any additional students. It is threatening the city by its massive expansion so that we are no longer a balanced community but more like a company town. The development of HMOs and PBSAs must be restricted outside the current controlled areas to prevent displacement of the problem. The university's Masterplan for expansion must be assessed as a whole for its impact on the city and not piecemeal as is happening at the moment.]

WC137 Comment on your post "Policy D3"

I broadly support this policy.

The requirement that proposed new PBSAs demonstrate a need for additional accommodation must, if taken seriously, result in a moratorium until existing PBSAs and those currently in construction are filled.

I would like to see condition 3: "consultation with the relevant education provider." made stronger. Durham still claims to be a collegiate university; the norm for student accommodation should therefore surely be the college. Certainly I see no disadvantage to all PBSA accommodation taking the form of university colleges. At the very least the policy should be that PBSAs be run in association with the relevant education provider. This would make it much more likely that they have proper management schemes in place, and means to enforce them.

WC145 Comment on your post "Policy D3"

I am particularly supportive of the proposal to extend Article 4 to the remainder of Our Neighbourhood, as are WC4, WC84 and WC31.

WC173 Comment on your post "Policy D3"

(section 4.154) I also support Article 4 Declarations being extended as proposed.

WC199 Comment on your post "Policy D3" Agree

WC219 Comment on your post "Policy D3"

Policy d2.3 should include all new PBSA's should be designed with flexibility to allow other housing needs to be met to meet future changes in demand eg housing the elderly who wish to downsize or housing for single workers.

WC220 Comment on your post "Policy D3"

Given the under use of existing PBSA's and those in the pipeline, Policy D3.2 should include a requirement for any new student developments to be designed to allow future modification for accommodating people with housing needs other than students.

The two blocks on Claypath and a third one just off it occupy sites which would be prime locations for residents wishing to down size or with needs for more sheltered housing than they currently occupy.

Policy D4: Housing for Older People and People with Disabilities

Q09 D4: !

Q48. D4 This should be much more than 10%. There is a serious shortage of bungalows. Access to public transport is critical. Copied to Theme 5

WC32 Comment on your post "Policy D4"

POLICY D 4. I strongly support this Policy, but imagine it will not be possible for the Plan to make a quantum of difference to the level of provision.

WC100 Comment on your post "Policy D4"

The SRA fully supports this policy and would like consideration to be given to the development of Durham as a dementia friendly city. This would have implications beyond housing.

WC177 Comment on your post "Policy D4"

We agree that there should be a policy regarding housing for elderly and disabled people in the Neighbourhood Plan. The policy rightly recognises the need for elderly and disabled people to be fully part of the community in which they live. They should therefore be able to enjoy the benefits of the community and its environment as much as any other member. We agree that when considering suitable City sites for houses for elderly and disabled people, proximity to the City's facilities is of course important, but proximity does not necessarily mean accessibility. Safe and easy access to facilities and services using accessible public transport and well-designed safe footpaths, are what really matter. Copied to Theme 5

WC198 Comment on your post "Policy D4" Support

Policy D5: Meeting Other Housing Needs

Q53 D5 strongly

EQ31. Policy D5.3: The restriction on residential accommodation is too constraining, delete the phrase "(outside the primary and secondary frontage)". Policy sections E3.A. and E3.B.2 may need some slight rewording to ensure consistency across themes.

EQ43 Re Policy D5.3. Consideration should be given for alternative use of upper floors of commercial premises outside of primary and secondary frontages. If these premises can be adapted to include separate access for student accommodation they can be adapted to include access for commercial use including offices and professional services. Once again, the lack of

space for businesses not requiring primary or secondary frontage contributes to the lack of critical mass in attracting people into the city centre.

Q48. D5 This figure should be at least 30% if not more

WC33 Comment on your post "Policy D5"

POLICY D 5. Whilst I support this Policy, I am not sure I understand the logic of giving priority to the retention of commercial space instead of proposed residential accommodation (D 5. 3). This is not explained in the Justification.

WC197 Comment on your post "Policy D5"

Support measures to encourage the re-conversion of HMOs to traditional accommodation. Copied to Policy D2

Policy D6: Design of New and Renovated Housing to the Highest Standards

Q09 D6: !

Q47 D6 strongly. Be lovely if it could happen

WC34 Comment on your post "Policy D6"

POLICY D 6. I support this Policy.

Would it be worth making specific reference to the need to make provision for electric charging points for cars in the context of new residential development?

WC196 Comment on your post "Policy D6"

Support and agree with the comment above. [WC216]

WC216 Comment on your post "Policy D6"

I suggest that minimum floorspace standards should be added if not already a standard requirement. This arises from an appeal decision I have seen in which a proposed conversion for student accommodation was dismissed as failing the Mayor of London's minimum floorspace standards.

COMMENTS ON THEME 5: A CITY WITH A MODERN AND SUSTAINABLE TRANSPORT INFRASTRUCTURE

Location of Theme details on the website: <http://npf.durhamcity.org.uk/the-plan/contents/theme-5/>
Theme available as a pdf file: <http://npf.durhamcity.org.uk/wp-content/uploads/2017/10/TransportTheme.pdf>

EQ03 Transport systems in the city are a real issue that needs addressing. We need public transport for all not just those with passes.

EQ04 1. It is very important that the university makes serious efforts to discourage students from bringing cars with them. Small changes could help such as making a waiting list for car parking permits and requiring students to register their vehicle at the Durham property where the permit. The university could also use some of it's land to make walkways and cycle paths between sites.
2. The numbers of pedestrians using Church Street at key times 8-9am and 4-6pm is now dangerous. Here are a couple of ideas: pedestrianize the street so that vehicles can only drive down the street as far as St Oswald's Institute (buses, residents, delivery vehicles would still need access, but it would help), stagger the start of lectures at the university 8.30, 9.00 and 9.30 starts.

EQ05 Consideration for pedestrians and cyclists consistently Copied from Theme 1
Transport and parking needs to be appropriate and accessible to support increased employment. Much more provision for safe cycling and walking required Copied from Theme 3
Whilst laudable the desire to design for lower car ownership in some developments I do not see this as realistic in the near future. Instead good and thoughtful siting of car parking, the use of permeable surfaces , and careful design to protect the safety and comfort of footpath users should be uppermost. Adequate and safe pedestrian and cycling provision through the area with similar consideration for those using mobility aids, away from cars essential.

EQ06 There is mention of modernising the taxi service using electric and hybrid vehicles. This in my mind should also include the Park and Ride buses and the small cathedral bus services. possible any short run service. Copied from Further Comments

EQ10 ... The road system within Durham City is limited as far as possible development is concerned and potentially a system of traffic control using advanced technology will be the way to go within the City. It is difficult to understand how any of the main road arteries leading into and out of the city, such as Church Street, Hallgarth Street Whinney Hill can not be be designated as anything other than heavily used main roads when the yearly increased volume of traffic (cars, cyclists, taxi cabs, delivery vans, university maintenance vehicles, mini buses, public transport buses, coaches etc) constantly uses them and yet no extra infrastructure is built to cater for it. ... Copied from Further Comments

EQ11 Cycles could be used much more extensively by students particularly.
Although I agree that the growing numbers of students living near the city centre needs to be regulated to protect other residents and encourage mixed neighbourhoods, I do feel the pressures created by student accommodation would be somewhat alleviated by extensive, safe, cycle lanes reaching out from the centre. Copied from Theme 4

EQ13 Walking and public transport should be encouraged and there is still need for much clearer and more frequent simpler signs - nothing pretentious. Cycle routes should be incorporated into new housing developments, but there is little scope in the inner parts of the city for cycle routes. Most roads are too narrow and often with bends with higher accident risk. Tracks should usually not have cyclists. Clay Lane provides an example. In the 1980s cycling was banned and got the

occasional police reprimand. Now cyclists use the lane and sometimes ride quite fast, with occasional near misses with pedestrians.

Storage space for mobility vehicles and bicycles are separate matters. A definite percent of new houses without garages should incorporate such space. Areas for cycling parking should be grouped for a relatively large number of bikes, with cover and lighting.

Most of the projects to improve the neighbourhood are sensible, though very doubtful about what is meant by a rolling scheme of cycle improvements. Much too vague and do not this is included in present plan. Copied from Further Comments

EQ15 I fully support these policies. I would comment as follows:

1. Almost every house has 2 cars associated with it. Yet the lack of domestic parking means that narrow roads are partially blocked. So parking is important.

2. We must somehow stop the "school run". The increase in traffic levels in term time is significant. How - is a good question. Safe cycle routes, safe walking routes, lower speed limits....etc etc. It is time for the car not to be top priority. Lip service is not enough any more.

3. Some sort of "Boris bike" scheme to reduce the need for cars. Assuming a safe environment (ha!), either electric bikes or electric mopeds (yes - seen in Turkey; quiet, green simple, safe...). By safe is meant something along the Dutch model - the separation of bikes from cars, the use of secure bike parks.

4. The quite inappropriate suggestions for the Bus Station must be resisted. The current location just needs some proper investment (not just development).

I know this is pie in the sky - because the solution requires imagination, investment and leadership. At least this Plan has some ideas, which merits our full support.

PS As a disabled person, Durham is IMPOSSIBLE to access or get around with safety and confidence. Pavements are horribly uneven (try using a wheelchair to cross the bridges, or a rollator in the centre), drop kerbs are not good enough (even ½ inch is a shocking barrier), car parks where even a blue card attracts payment. Disgraceful!

EQ16 A lot of the traffic which comes into Durham is through traffic. If there was a by-pass north and south east and west all of the pollution would disappear and the city would be a much more healthy place to live.

EQ18 Agree [Theme 3] if appropriate parking integrated into commercial/business sites to avoid congestion elsewhere Copied from Theme 3

Q03 New bus station needed. Relief roads needed to cut air pollution in city centre

Q04 I think that residential parking should be prohibited in a controlled parking zone as it is taking up valuable space for people who want to use the facilities in Durham. I think that there should be residential storage for cycles and mobility aids of people who want to use the facilities in Durham. There is no protection of existing community facilities.

Q05 We need an integrated transport structure, but I think moving the bus station is not necessary, a complete waste of money and will not be of benefit to road users/ It will cause havoc while it is being moved.

Q07 93.1 (?G3.1) Footpaths need improving.

91.4 (?G1.4) Public rights of way need improvement & signage Copied from Theme 2a

4.19 Control of Taxi Ranks & Illegal parking on Claypath. Taxis with engines running affects air quality. Copied from Theme 1

Public footpath need improving on/around the Sands area. Copied from Theme 2b

Residential parking should be allowed in designated areas for 1 Hour free.

Taxi zones should be within designated car parks, ie Prince Bishops care park not on the streets"

Q11 "Cycle lanes are needed for safety, both of cyclists and of the pedestrians on pavements where speeding cyclists ride.
Zebra crossings are also needed in spots where pedestrians risk their lives due to unsafe crossings."

Q13 The new bus station planned for the top of North Road is completely unnecessary. We are told that a departmental store would cover the area of the present bus station. The difficulty of getting any sort of store to fill the B.H.S. store must show what an impossible task this would be. The removal of the unsightly brick buildings which front the present bus station would give more space to expand. This would save the pleasant parts of North Road – the roundabout fronting the viaduct. Copied to Theme 3

Q15 The main difficulty of walking on the pavements in e.g. Elvet is the number of briskly walking students going the other way, usually, and oblivious of anyone else -

Q17 Introducing safe walking routes across the city is of paramount importance.

Q18 A walkable & cycle friendly city requires the connectivity (Theme 2b) of the Green Infrastructure to work in tandem. Copied to Theme 2b

Q19 Improving sustainable transport long overdue. No more new roads – will give us more cars & pollution. ?? electric vehicles for people to get round the city. Encourage public transport. Don't spend money moving the bus station, improve what is already here. Agree with N. Plan suggestions.

Q22 "Manage the pathways better and encourage their use, e.g. many students would use Prebends Bridge to go to the BB Library if they knew the route. This would lessen foot traffic on busy routes.
Have a coherent website for all public transport. At the moment it is atomised by Bus etc. company and thus frustrating / unusable.
Coherent & communicated recycling firm across the city = coordinate w/ Uni as theirs is bad too.
Copied to Theme 1

Q24 No mention of electric car charging or community bikes.
No mention of electric real time information systems

Q26 Anyone who thinks students don't; have cars which need to be parked lives in cloud-cuckoo land. Students' cars push out residents' cars even in CPZ's.
Cyclepaths should be entirely separate from pedestrian footpaths and anyone cycling on pavements should receive an on-the-spot fine. Many cyclists have no consideration for pedestrians. Do not have either lights or bells and are a real danger to people on foot, especially those hard of hearing.

Q28 ... but we really might need to discuss a bye-pass, as the only way to preserve the centre. This needs urgent re-thinking. Copied from Theme 2b
Essential to insist on parking to be available also in HMO → students should only be allowed cars if there is parking at their dwelling. Copied to Theme 4
Resident parking / car ownership may improve with better public transport which must be safe affordable reliable

Q32 The Belmont viaduct needs to be incorporated into a path / cycle route around the N of the city. Copied from Theme 2b

Durham unfortunately suffers from its topography to make it cycle friendly. There are too many narrow footpaths – eg Margery lane → University library – and too many paths blocked by advertising 'A' signs – North Rd & Silver St.
Buses exiting the bus station are a menace!
Cycle riding is suicidal.

Q35 North Rd has been greatly improved. Lower Claypath needs similar treatment. Once the PBSA is fully functional the footfall will be huge.
Your map shows a dangerous crossing in Lower Gilesgate – we are in discussion with DCC about this – so far only refusal: service vehicles include Tesco articulated trucks which come up Claypath & Gilesgate at 3,0am disturbing the residents – the trucks cannot do the sharp turn onto the slip road.
I am in favour of the northern bypas – the queues at the roundabouts are huge & the air pollution is above legal limits.
The footpath beside the river from Framwellgate Bridge to Prebends Bridge is now very safe & its use should be encouraged so as to make the area around Durham School safer

EQ20 Cycle lanes/storage should be designed to include motorcycles/scooters for those who are not disabled but physically incapable of cycling long distances

EQ21 It seems quite a challenge to separate cyclists from other road users within the limits of our roads. Wider pavements would be an asset for mobility scooters & prams as well as increased student numbers. Attention to the provision of dropped kerbs would be helpful.

EQ24 Bikes are at a massive loss currently in Durham. Because of the poor cycle network and lack of awareness around the city. More signs are required to make cars aware and not to hate cyclists on the road. It's a healthy way of getting around and is clearly endorsed by the government. Local Durham drivers (including the bus drivers - I've been pushed off the road by a Durham bus...) are terrible at respecting cyclists. More clearly lit cycle lanes and signs will help overcome this slowly.

EQ31 Slightly amending of the wording of the vision statements to provide consistency of wording with the overall vision would be helpful. For Theme 5: Durham City will have sustainable transport access to economic, educational, training, cultural and social opportunities for all, thereby enabling a swifter transition to a healthier environment and a low-carbon future.

EQ34 In the event of securing North and Western bypasses I would support some sustainable housing development inside the encompassed area with the provision of paths, cycleways, and sustainable Public Transport for access to central shops, Schools and work places. Copied from Theme 2b

EQ35 Durham is a town that need to factor in a number of commuter issues and the access & egress issues of all vehicular traffic but the previous plan missed a trick by not dualling all the way through the town as the recent alterations still produce a bottle neck down Bede Bank into Durham as well as the traffic lights being a permanent 24/7 operation rather than downgrading to "part-time" one seen in other areas as vehicles idling at traffic lights at midnight when they could drive through increases the carbon footprint. The consideration of a major cycle route through the city centre is devoid of any thought! you only have to go through Durham market place on a busy Saturday to see how idiotic that suggestion is! add elderly and young pedestrians with the addition of cyclists and its an accident waiting to happen and who would be the planner who would stick their head above the parapet to say they'd made that decision when there was a fatality or serious injury?. I noted with interest the photo opportunity that the plan took to allow community members to be aware of this and not one cyclist had a helmet on! hmmm. we already have a major cycle

route through the town its called Route 70 it just needs to be improved especially approaching Durham from the Sunderland side on Footpath 25 (Low Pittington - Sherburn) where this route has had a semi-permanent diversion along Lady Piece Lane for years and this road is a busy fast road and not safe for Cyclist to traverse on. City shops have already been taken to task for placing advertising Bicycles outside their premises and here we see the advertising for this aspect of the plan utilising bicycles for the same purpose to raise the plans profile - is this a double standard?? (other cities use these advertising tools very effectively - please visit York, Bruge, Chester, Brussels to see what they offer & then look at Durham & see how wrong we always get it)

EQ39 As a cyclist, walker, car driver and regular user of public transport, I strongly endorse these policies.

EQ40 More places to lock bicycles in the city would, I am sure, encourage cycling.

EQ41 I really look forward to a safe network of cycle routes across the city connecting the longer county routes. The routes should try to avoid busy roads with high emissions.

EQ42 All development proposals should minimise any adverse transport impacts and avoid the need for additional motor vehicle traffic. Priority consideration should be given to sustainable modes of transport, and applications that offer a meaningful contribution to public transport infrastructure.

I endorse the support to be given to development for new businesses at Aykley Heads and the Science Site in line with Economy Policies E1 & E2, however for the larger development proposals such as these traffic management/vehicular access solutions must be carefully explored (particularly at Aykley Heads). Copied from Theme 3

EQ47 The following comments are directed to the draft Durham City Neighbourhood Plan Transport Theme, particularly the "Possible Cycle Network".

Given that the stated fundamental action of a Neighbourhood Plan is to **"give people more control over the development of their local area"** by **"giving communities the power to set priorities for local development through neighbourhood planning"**;

the plan preparation process should be transparent and Durham City residents are entitled to clear answers to the following questions:-

1. Why weren't those "traffic and transport concerns", which were solicited from all those that attended the Durham City Forum's Town Hall consultation meetings, evaluated or at least given reasonable consideration, by the Neighbourhood Forum?
2. How were the "transport priorities identified and the theme format" devised?
3. By what procedure and by whom, was the transport theme "Champion" selected?
4. a) Why was a dedicated spokesperson for cycling campaign groups, given exclusive authorship of such a "multi-user" topic?
- b) Why was the consequent, clear "conflict of interest", not acknowledged?
see footnote – "Durham City Neighbourhood Planning Forum Constitution"
"The Good Governance Standards for Public Services",

When analysed objectively, the "transport theme" is demonstrably preoccupied with promoting cycling and the self interests of cyclists and cycling groups.

The map of "pedestrian issues" is superficial and little more than a cosmetic offer of balance.

Often the cycling proposals, if adopted would in practice, be directly in conflict with pedestrians and entirely at the expense of all non-cycling road and footpath users.

The fundamental justification for the obsessive focus upon cycling is critically flawed both in its logic and its underlying wishful suppositions. There has been no regard to the Neighbourhood Planning prerequisite, for evidence based and objectively measured information:

- No objective data or evidence of fact or substance, regarding any quantitative assessment of need.

- No assessment of financial implications; neither any consideration of likely costs and benefits, nor the consequential demands upon finite resources.
- No evaluation of the practicable delivery of proposals.
- No impact assessment upon pedestrians.
- No impartial or objective surveys of pedestrians, taxi drivers, tourists or any road vehicle users.
- No analysis of possible adverse effects upon traffic flows by any significant increase in cycling.
- No analysis of the possible adverse effects, likely to be created by the greater congestion that would result from any significant increase in cycle traffic on roads in Durham City, along with the consequential increases in air pollution produced from slower moving vehicles.
- No significant alternatives to increasing cycling in order to mitigate the effects of vehicular traffic, in and through Durham City have been entertained.

The draft Transport Theme as presented is:-

Not balanced – its justification is exaggerated, as are any likely possible benefits.

Not representative – from the outset it has ignored the expressed majority views of the community and concerned residents.

Not objective - it is predicated upon a subjective prescription of lifestyle and choice, which is only available to a tiny minority of Durham City residents. It is not based upon objectively assessed need.

If retained within the draft Durham City Neighbourhood Plan, I suggest that the “Transport Theme” should be brought into balance, so as to reflect the legitimate needs, reasonable aspirations and practicable suggestions of the vast majority of the community.

footnote – A Neighbourhood Plan (once approved) is a statutory planning document.

(i) “Durham City Neighbourhood Planning Forum Constitution”
extract:

8. Declaration of Interest

8.1 All forum members must:

8.1.1proposed transaction or arrangement ;

and

8.1.2 Absent themselves from any discussion of the Forum members in which it is possible that a conflict will arise between his or her duty to act solely in the interests of the Forum and any personal interest (including but not limited to any financial interest).

(ii) “The Good Governance Standards for Public Services”, produced by “The Independent Commission on Good Governance in Public Services” states:

“Conflicts can arise between the personal interests of individuals involved in making decisions and decisions that the governing body needs to make in the public interest. To ensure probity and to avoid public concern or loss of confidence, governing bodies have to take steps to avoid any such conflicts of interest, whether real or perceived.

EQ49 On E3, while I completely support the strengthening of the vitality of the primary retail core, and the reinvigoration of North Road's retail economy, I am totally opposed to any suggestion that the latter should entail moving the bus station to the north of its present site, together with the associated changes to traffic circulation that have been proposed. Copied from Theme 3

EQ52 It is important that development promotes public transport / green transport methods . Public transport and good access for pedestrians, runners, cyclists and public transport are important. Taxis should be limited as huge rows of them add little to the city and add to congestion. Copied from Theme 1

EQ54 The city needs more loading bays where people can get dropped off or collected and cheaper all day parking to reduce car journeys in and around the city centre. Insufficient protection is given to the listed buildings and the historic street environment of Saddler Street by allowing heavy vehicles to use this area on a regular basis. Heavy vehicles should be banned unless needed to transport building equipment for the use of conserving buildings, and

permits for this type of use should be required. The street now feels quite dangerous for pedestrians because there are so many lorries, large vans and over-sized Cathedral buses using it. Copied from Theme 2a

Q39 So much to look for in alternative modes and routes

Q40 In term time there is severe congestion on pavements. Siting of PBSOs need to take this into account. Copied to Theme 4

Q43 It is a bit disappointing that there are no policies on key aspects of transport but perhaps some more could be included under proposals to give some force to meeting the objectives.

Q45 South Road / Church Street do not have pavements appropriate to their heavy use. Pavement on Hallgarth Street is incredibly narrow, but does not show up on the map.

Q47 S1: paving is hazardous in many areas Copied from Theme 1
Thought needs to be given to safety of flow of traffic and pedestrians during termtime on Church Street

Q48 Ease of access must also include disabled people i.e. wheelchair users, blind, deaf and also people pushing prams. Provision for cyclists must not be at the detriment of pedestrians. Copied from Theme 1

Development at Aykley Heads should be limited to avoid traffic congestion at the small roundabout at the hospital. Copied from Theme 3

D4 This should be much more than 10%. There is a serious shortage of bungalows. Access to public transport is critical. Copied from Theme 4

All developments must be easily accessible by public transport. Copied from Theme 6

There is far too much emphasis on cyclists who are a menace to pedestrians & car drivers and their aggressive behaviour.

There is no mention of disabled people.

Mobility scooters are becoming a menace and steps need to be taken to control reckless behaviour of their drivers.

There is no hope of housing, high density or, otherwise, for real people until we can get rid of the students. Copied to Theme 4

Extend the hours of the Park & Ride

Q49 Need more car free areas Copied from Theme 1
Need to extend parking controlled areas

Q56 New routes to serve the local population, not only students. Public transport must convert to electric (not diesel) vehicles.

Properly segregated routes for pedestrians (& cyclists – who should be required to abide by the law in terms of cycling on often busy pavements, using lights at nighttime etc etc)

Q57 See attached comments [provided as pdf file AttachmentQ57]

Q58 4.177 Indicates that the NP will have limited impact in relation to transport. I think the NP should specifically address air pollution issues arising from transport within the City.

Q60 cycle routes need attention: not joined up.
Improvement projects I particularly liked Projects no. 1,2,5,6,7,8,9,10,12,13,14 (15) Copied to Further Comments

Q62 Map of pedestrian issues. I query whether the “difficult road crossings” on Fieldhouse Lane need to be included any longer, since a 20 mph zone is now in place

Q64 While I agree with the broad aims I am concerned that currently pedestrian crossings at lights etc. are not well designed for pedestrians in timing and siting. I consider the proposals for the new bus station to be flawed and unnecessary. Copied from Theme 1
The new proposed [bus] station will cause light issues within a listed building and is entirely inappropriate. Refurbishing the current station would be much better. Copied from Theme 2a
While I agree with the tone of the proposals [in Theme 2b] I do not think some current ideas eg western road to relieve the A167 fit in with these ideas. Copied from Theme 2b

Q65 I’m disappointed that there’s no policy to greatly reduce the harmful impact of traffic emissions on pedestrians & cyclists. One very bad area for this is the northern end of Church Street, where a combination of tailbacks from the traffic lights, narrow roads & narrow pavements, plus tall buildings on both sides, provides terrible air quality for the hapless pedestrian. This is a major student thoroughfare.

Q66 In my experience, the bus station operates efficiently and is not intrusive.

Q68 See attached sheet [provided as pdf file AttachmentQ68]

Q69 Cycling facilities MUST be separated from walkways and paths on the ground of pedestrian safety. We are seriously worried about the concentration on cycling as an inherently unsafe form of transport.

Proposals should be considered for improving the accessibility of the Railway station. The situation needs an escalator solution – the example of the centre of Hong Kong is perhaps useful, where a similarly steep set of hills are overcome by mechanical means. The same would enhance the accessibility of Wharton Park which is simply not available to many older and disabled residents, other than, by car. The Durham hills need to be tackled with radical approaches!

As regards transport, vehicles transiting the city should be diverted to new by-passes, thus helping the air quality problem and easing current congestion. Copied from Theme 1
[PBSAs] Car parking will be an issue. Copied from Theme 4

Q73 The pollution levels in the City, especially at peak times, are well above the accepted safe limits. The increase of cars passing through the city has a very detrimental effect on health especially people with lung problems. There is an argument now for a bypass. Also to allow only electric cars and other transport through the city. Except residents!
Risk of more pollution from cars and lorries passing through the City. (Although controversial - ? need for a bypass ?!) Copied from Theme 3

Q74 (1) Facilities for an ageing population are there for us all - & demand will only grow. Copied to Theme 6

(2) * Dedicated cycle ways essential * Some way to control unsafe behaviour of road users ie CYCLISTS

Q75 My immediate concern is the proposed new bus station development which should be scrapped. The existing bus station should be re developed by demolishing the frontage and creating an open plan bus station visible from all sides at ground level for safety reasons and if required build outlets / units at first floor level overlooking the street and accessible by lifts etc. Any future developments must include impact assessments with regards to its ‘fit’ within the city landscape and its provision of appropriate transport links ie walking, cycle routes, public transport. Copied from Theme 1

I don't think a major development of a business park at Aykley Heads is warranted unless major improvements to transport links are made, ie regular public transport, improvements to paths and cycleways in order to avoid future congestion by cars and other vehicles. Copied from Theme 3

Q76. Electricity charging points should be included in all schemes.

EM1. There is no call for a new bus station on the page of things that people think should be done. So please can we get the ridiculous plans for a new one stopped.. And spend a little more on North road Maintenance. We need to make out of town shopping have same parking charges as in town. to even things up. We have big shops out of town. Why do we need to trash in town (which is what the new bus station would do.). Sort the parking and the footfall with flow.

I don't think there is a problem with too many students as purpose build residences are in the pipeline. But non road and unadopted routes between student dense residential areas need to be improved to prevent pavement congestion. Copied to Theme 4. We need more cycle lanes and more tackling the school run, and presumably provision of umbrella, raincoats and wellies, as congestion is irrelevant on dry not school term days!

EM7. [We] have nearly been knocked flat by pavement cyclists outside our gate. We also found out by chance that some local footpaths had become joint cycle paths. Residents of Parkside on north Road, need to know what your idea is for a cycle path through the city is. Many months have been spent seeking support from councillors and local residents to prevent some inconsiderate cyclist riding through pedestrian areas and on pavements. They are totally oblivious of pedestrians. *Forum response (summary)*. Brief details provided about Transport theme and cycling, with links given to website

EM12

Email providing contact details about the Durham City Cycling Forum, with a forwarded email attached from the Durham City Cycling Forum showing the kinds of information it provided.

EM15

Comments 4.5 THEME 5: A CITY WITH A MODERN AND SUSTAINABLE TRANSPORT INFRASTRUCTURE

Justification (Text at the time of the Consultation)

4.195 The definition of a Transport Assessment in the glossary of the NPPF lays particular emphasis on the need to identify measures to improve accessibility for walking, cycling and public transport. To meet climate change commitments, and to build a healthier, more liveable environment, a sustained shift towards sustainable transport modes will be required, and new developments present an opportunity to increase the proportion of sustainable transport journeys over the average in the local area.

Map 11: Map of Pedestrian Issues

Comment

I would like to add the danger to pedestrians of cyclists using pavements to the map of pedestrian issues. I have personal experience on three occasions when walking down Framwellgate Peth; two were individual cyclists travelling at high speed and the third was a group of 4/5 cyclists, again travelling at high speed, who caused me to lose my balance.

The problem is there is no cyclist lane on the stretch from the end of Diamond Terrace to Milburngate lights and so cyclists use the whole of the pavement, while picking up speed. Also, they can see the individual pedestrians, but the pedestrian cannot see or hear the cyclist from the back, particularly on a busy street such as Framwellgate Peth or Milburngate Bridge. If a pedestrian decided at the last minute to change direction there is potential for an accident. I would go so far as to say that it is only a matter of time before there is a serious accident on the Peth. I request that the Working Group consider how to make pavements across the City safer for pedestrians. Improving accessibility for cyclists must not compromise pedestrian safety.

WC8 Comment on your post "Appendix A" Copied to Theme 5

North Road is the bug bear of the city. So much for redevelopment. It's an absolute nightmare. Taxis on both sides of the road with engines running day and night. Buses driving far too fast. And foot paths flooding when it rains. Foot paths thick of chewing gum and groups of youths standing smoking in front of the bus station entrance. Shall I go on!

WC11 Comment on your post "Plan as pdf" Copied to Theme 5

Church Street during term time is at times crowded with vehicle and foot traffic to a dangerous degree. The average flow rate of both might meet some industry standards for safety but even before the expansion in student numbers, and the large new teaching building behind Bow School, the pavements are hazardous within ten minutes of lecture start times. Students, and locals unfortunate enough to venture out at those times, frequently need to walk in the road.

WC25 Comment on your post "Policy E1" Copied to Theme 5

POLICY E 1. In accepting the identification of the Aykley Heads site as one with the potential to locate high-tec businesses and employment opportunity it is crucial that access arrangements are planned to take account of and deal effectively with the enormous additional volume of traffic which will be generated in the Sniperley roundabout area, given plans for very major housing development at Sniperley, and the spectre of the so-called western relief road converging at this point.

WC39 Comment on your post "Policy C1" Copied to Theme 5

POLICY C 1. I support this Policy very strongly, and wish to give emphasis to matters of access to possible venues, having regard to the important need for bands/performers to conveniently off-load instruments/equipment etc and the need to maximise audience attendance/participation through adjacent,(preferably free),car-parking.

This is essential to assist financial sustainability.

WC47 Comment on your post "Chapter 5: Implementation and Monitoring" Copied to Further Comments, Theme 5

... Many people may think that, in a place like Durham, this should be the effect of the Plan. However, with a view to the Plan being more pro-active which I think it needs to be, I suggest that the Projects listed in Appendix A should include reference to the need for the Railway Station, Bus Station (on its current site please), and North Durham Hospital to be adapted over the course of the Plan period and beyond to meet the growing and changing needs of users.

In addition I would wish to see a clear proposal for the extension of "park & ride" facilities to serve traffic from the south-west from Langley Moor, Meadowfield and beyond, and from the west of the City via Broom Lane.

Our Neighbourhood would derive significant additional value from such a facility which might be capable of location on a site adjacent to the A 690 in the Stone Bridge area, even though it would lie just outside the Our Neighbourhood area

WC48 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

Stop taxis parking on double yellow lines on North Road in the city. Insist that all taxi switch off engines when parked waiting for fares .

The current situation where some times up to 15 taxis are waiting to join official rank lower down North road causing road congestion and pollution. The road outside the bus station is very busy anyway with buses exiting ,the taxis illegally parked only add to the dangers .

WC49 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

I quote two of the Objectives:

To make transport healthier and safer for all;

To reduce vehicle exhaust emissions in order to meet climate change commitments and national air quality objectives;

Despite this I can find no proposals in the Plan that will enhance air quality from vehicle emissions and thereby improve the health of both residents and regular commuters. It is now more than 5 years since a formal declaration of high air pollution levels within Durham City was made as they had been found to be so high to require legally mandated action. After even further reassessment of levels and a very prolonged public consultation, the Council chose the new SCOOT traffic control system as its primary means of decreasing emission levels (it probably helped that this system had already been chosen, and funds set aside, to speed traffic flows through the centre; limiting vehicle emissions was not, then, a factor!). Prior to this consultation a small group of council officers chose to reject a proposal to limit access to certain vehicles, primarily diesel, despite their own data showing that this would be the most effective means of achieving a healthier atmosphere and this was not included in the subsequent consultation.

Since then there is little evidence that things have improved, particularly on the main route through the city that is regularly used by commuters and school children, both walking, cycling and in vehicles. Although vehicle emission control zones are increasingly being used in UK cities our Council has failed to display a ready willingness to address this issue responsibly.

I would therefore ask that this matter is considered for inclusion in the Draft Neighbourhood Plan.

WC64 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

I support these policies and the widening of pavements and creation of one-way streets.

WC66 Comment on your post "Map of Cycling Issues" Theme 5

Whinney Hill is not a quiet street where cyclists use the road as indicated on the cycling issues map. It is a bus route with bad visibility, blind crests and parked cars limiting the lane width to one lane. The road should be restricted to 20mph and appropriate warning signs erected. Owing to these problems cyclist use the pavements and are a danger to pedestrians.

WC67 Comment on your post "Map of Pedestrian Issues" Theme 5

Whinney Hill is not shown on the pedestrian issues map and it should be. There is an extremely high volume of student pedestrian traffic. Pavements are narrow and surfaces poor. The grass verges are constantly walked on and are churned up making the surfaces of the pavement muddy and dangerous underfoot. Consequently, passage with wheelchairs and buggies is very difficult, as is crossing the road owing to volume and speed of traffic. The road is narrowed along its length by parked cars and visibility restricted owing to blind crests. The road should be limited to 20mph.

WC70 Comment on your post "Summary: Theme 5: A City with a Modern and Sustainable Transport Infrastructure"

I agree with this policy but cycling is never going to be a major form of transport in Durham - it is just too hilly. The Park and Rides are excellent. Why is there not one on the A690 coming from Crook, perhaps before you reach Meadowfield?

WC76 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

A trifle fanciful perhaps (particularly in view of the cost involved), but if the recent suggestion that some railway lines closed by Beeching should be reopened were put into effect in the Durham area, then commuters and shoppers might be encouraged to use rail transport rather than their cars.

WC78 Comment on your post "Map of Pedestrian Issues"

Problem with crossing road at top of Gilesgate below roundabout outside Claypath Medical Practice surgery to reach bus stop or cross footbridge over A690.

WC89 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

The bus station proposal badly needs re-consideration. Potentially it could do much more harm than good. The transport priorities seem quite right. Traffic problems during the Lumiere period demonstrated yet again the need for ambitious measures to cut down the number of private vehicles seeking to enter and cross the city.

WC95 Comment on your post "Plan as pdf" Copied to Theme 2b, Theme 4, Theme 5

Overall I am in favour of the proposed plan, particularly reducing student accommodation and increasing properties for first-time buyers and the elderly.

A number of suggestions:

1. major student thoroughfares to the science site need a) traffic calming to 20 mph, b) expansion of pavements and the provision of cycle lanes and c) more rubbish bins to accommodate increased student numbers.

WC113 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

I support the policy of improving provision of walking and cycling networks. Durham has poor infrastructure for both. In places the pathways for pedestrians are too narrow and at busy times people are forced to walk on the road, examples; Durham School, Church Street, and North Road viaduct, and more;

The provision of cycle networks is patchy at best and non-existent at worst. There needs to be continuous safe routes into the city if people are to be encouraged to cycle.

Where there are shared paths, these need to be wide enough to allow both walkers and cyclists to pass each other freely without conflict. Examples of paths being too narrow are at Whitesmocks & Southfield Way, where there is ample room for widening.

Innovative use of one-way systems could be used to reallocate road space for walking and cycling; eg past Durham school and Church Street/Hallgarth Street, and possibly other locations.

Although the topography of Durham does not lend itself easily to casual cycling, the increasing popularity of e-bikes, could open up the opportunity for those people who would otherwise consider Durham to be too hilly.

WC118 Comment on your post "Summary: Theme 2a: A Beautiful and Historic City - Heritage"
Copied to Theme 5 Theme 6

Durham's historic heritage is twofold, and while the importance of the medieval centre is immense, it would be a pity to be dazzled by it to the point of overlooking the counterbalancing theme of Durham's industrial heritage.

I agree with the Plan's emphasis on protecting the areas identified, and the individual assets, listed and otherwise, but regret that consideration of the North Road seems to have been exclusively with respect to its retail offering.

The North Road is for many visitors, particularly those using public transport the point of entry to the city. It contains many interesting and historic buildings: most obvious is the visual sequence running from the former cinema and adjacent Miners' Hall, past the Bethel chapel to the backdrop of the viaduct. Others are less prominent, but the Wetherspoons restoration of the former Water Board offices is attractive, and Reform Place, almost concealed, adds interest. Nothing here is incompatible with sympathetic, small-scale retail, but development of the Miners' Hall as some form of visitor reception or other service point would make good use of its position.

It goes without saying that proposals to move the bus station and destroy the North Road in pursuit of some phantom benefit are without merit.

WC121 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

There need to be better information about buses routes and timetables. At the minute the best way to find out which bus to use to get from A to B is google maps! this is disgraceful. There should be a website containing accessible, clear and up to date info about all public transport provisions within the county.

There need to be better and cheaper connection to villages around Durham. At the minute parking in Durham is cheaper than using a bus from villages in 5miles radius from the city. That encourages unnecessary driving of village residents wanting to go to the city and dis-encourage people to live in the villages resulting in huge disproportions in property price between e.g Nevilles Cross and Bearpark which are less than 2 miles apart.

Bus connections within the city is also not good enough for public to be able to use it as general means of moving about.

WC126 Comment on your post "Summary: Theme 5: A City with a Modern and Sustainable Transport Infrastructure"

The balance between motor transport and pedestrianisation, including pedal cycles, in a city centre is a real conundrum. Moreover, as parking space, for motor vehicles, becomes less available it is not uncommon for individual families to have two, or more cars! The problem is not made any easier by the fact that it can be less expensive to park a car in Durham City than for a family to travel into the 'City a short distance, from Belmont for example, on public transport. Public transport that is so inexpensive that it would be foolish not to use it may be the answer. Also, priority, with, if necessary an elected mayor, should be given to extending the Tyne Wear Metro into Durham City from Newcastle/Gateshead and Sunderland. I believe that the people of County Durham voted for an elected mayor in a referendum that was organised a great expense (£250,000) by Durham County Council.

WC138 Comment on your post "Summary" Copied to Theme 2b, Theme 5, Theme 4

Concerning street lighting; upgrading street lights with covers to project the light downwards, this will put the light where it is needed, and we will still be able to see the stars when we look up. Durham's natural luminaire.

Bike paths are a good idea but when too many trees are destroyed for a small bike path this takes something away from the health benefits, without the trees we face air pollution. If you plant new trees out of the city, the city doesn't benefit, you need trees in the city to combat air pollution and to capture CO2.

WC174 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

Although we agree with much of what is said in this Theme, we take exception to the claim that the refurbishment of paving in North Road is completed. The paving in part of North Road remains un-refurbished and is difficult to use, uncomfortable, and sometimes unsafe for users of pushchairs, buggies and mobility scooters, as well as for wheelchair users. Given the debate about the siting of a new bus station, it would appear unlikely that this part of North Road will be improved in the foreseeable future.

WC177 Comment on your post "Policy D4"

We agree that when considering suitable City sites for houses for elderly and disabled people, proximity to the City's facilities is of course important, but proximity does not necessarily mean accessibility. Safe and easy access to facilities and services using accessible public transport and well-designed safe footpaths, are what really matter. Copied from Policy D4

WC185 Comment on your post "Policy S1" Copied to Theme 5

In its policy setting out requirements for all development and re-development sites in the City, the Plan draws attention to the need for a coordinated approach to paving, lighting and signage. We endorse this part of the policy, and also the part which draws attention to the need for ease of access by public transport, walking and cycling, to all development and re-development sites, provided that means ease of access for all residents and visitors, including those with disabilities.

WC186 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

Strongly agree with the above comments. WC113

I would suggest that with the rapid increase in the use of electric cycles there is the prospect of much increased cycling even in a hilly city such as Durham. Secure parking for cycles is also necessary.

WC187 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

The dismissal of the potential benefits to the urban environment of relief roads such as reduced pollution and the potential for restoring some of the historic street pattern is in my view unfortunate.

WC188 Comment on your post "Chapter 3: Vision and Objectives" Theme 5

We welcome the references to the poor quality of pedestrian experience in the City. Many pedestrian surfaces are poorly maintained and, as a consequence, dangerous for the elderly and disabled. Pavement obstructions also represent a significant hazard for pushchair users, wheelchair and scooter users, and for those who are visually impaired.

WC202 Comment on your post "Map of Cycling Issues" Theme 5

Please also note and assess bicycle parking provision. For example, Palace Green has only a few stands largely hidden from view so you need to know where they are to find them. The ones marked outside the Castle are news to me, I've never found them. There are no others marked on the peninsular, which makes shopping with a bicycle very awkward. I usually come through from one side to the other with my bicycle for shopping, so leaving it on one side and returning doesn't work well, I want cycle parking en route. You don't mark the ones outside Ciao Ciao that are the only ones I know of on that side. There should be convenient cycle parking outside most public buildings, to make cycling convenient and encourage it. (The University does better, but still not good enough.)

The "adequate" section of the A167 to Nevilles Cross is not adequate, it is on the pavement with a multitude of driveways, side roads and pedestrians to negotiate. Certainly won't be improved with extra students when the new housing comes into use. The whole of the A167 needs reassessing for cycle provision, both to maintain and improve safe routes to schools, and for those of us who prefer to cycle faster, on road.

WC204 Comment on your post "Map of Pedestrian Issues" Theme 5

Re: Access from Quarry House Lane onto footpath down to River Browney hard with a buggy (footpath 9). This is a footpath not a bridleway, and the access as it stands is appropriate for the legal status (narrow gaps, rough paths and stile). Making it suitable for buggies would be nice, but would bring a host of other issues that require careful balancing and consultation. It would then be used by mountain bicyclists to access the railway paths, potentially by powered two-wheeled and four-wheeled vehicles (mobility scooters if not larger), and the frequent sat-nav confusion by those wanting the caravan site would be exacerbated by being "almost" accessible via that path.

WC206 Comment on your post "Summary: Theme 4: A City with Attractive and Affordable Places to Live" Copied to Theme 4, Theme 5, Further Comments

Unfortunately, I am unable to study this lengthy proposal in any real detail. I cannot see a useful overseeable summary to help me.

When the issues are so many, and so complex it becomes too difficult to do justice to the enormous efforts made by those compiling this work. I cannot take the time to get to grips with all this.

So if it is any use I can tell you what I think about a few issues that effect me and my family.

...

Residents cannot do without cars. I cannot bike hills. Bike routes run out into busy traffic. They don't work in their current form. I walk where ever I can. Public transport simply does not work for so many trips most of us need to make. Of all those proposing more and more money being used to extend public transport, can they tell me how many of them as individuals still depend on a car and own one? Don't be hypocritical please.

Safe cross-walks are desperately needed. Those who walk, like me, cannot even cross roads safely. We need a cross-walk right on Gilesgate Green between the bus stops. And yes, you can put one in. We have to run three lanes now thanks to speeding cars and buses! It is wrong priorities - pedestrians need to cross roads! The traffic is endless and getting worse every year.

... That's probably enough from me.

WC207 Comment on your post "Map of Cycling Issues" Theme 5

It could be a great achievement to turn this map to be all green! I'm looking forward to cycle around in the safe and dedicated routes.

WC208 Comment on your post "Theme 5: A City With a Modern and Sustainable Transport Infrastructure"

I support these great aspirational policies. We need to see some serious Council commitment with attention to a quality of new walking and cycling provision as proposed in the plan.

Policy T1: Accessibility of Proposed Developments

EQ31. Policies T1 and T2: in the policy and/or accompanying text add wording about the need to provide ergonomically designed seating and to provide handrails.

Q42 T1: Cycling on Milburngate Bridge should be only in a defined cycle lane. It is hazardous to pedestrians at the moment.

Q76 T1. Excessive student development in the city centre has put a huge amount of pressure on the medieval road network and narrow streets and pavements of our city. This needs to be considered in the future. Copied to Theme 4

WC35 Comment on your post "Policy T1"

POLICY T 1. I support this Policy, and suggest that T 1.2 be reworded to help those as stupid as I am to understand it more easily.

I also wonder whether a more assertive statement could be made in relation to funding suggestions via planning obligations-(para.4.192)

WC75 Comment on your post "Policy T1"

Pressure on the pavements in the city is likely to increase if the University expands as much as it currently proposes to do. It seems to me that there is a serious flaw in the argument made by the University authorities that to be a world-class institution it must have a massive growth in numbers of students. St Andrews and Harvard (to name but two) are both world-class bodies, but show no inclination to expand beyond their current modest size. Durham is a small city which already at

times feels overwhelmed by the student population. Widening pavements and improving pinch-points (though desirable) are not adequate solutions to this in the long run.

WC164 Comment on your post "Policy T1"

The north end of Hallgarth Street, leading to the junction with New Elvet, has an excruciatingly narrow pavement on the left side going north, accessible in part only by one person at a time. The pedestrian crossing points near the New Inn pub and the Main Univ. Library are a serious pedestrian bottle neck. This is a complex junction and waiting times for walkers are exasperatingly long. This can lead to people dashing across recklessly. The observation, standing there, that most cars have only one occupant only adds to the deep resentment this area can induce. I suspect that, as long as these machines dominate most public space with their noise and violence, the best solution here would be some sort of underpass, even though such spaces tend to be unattractive.

The pressure increasing student numbers must put on the limited pavement space needs to be fully acknowledged. The situation in some areas is already becoming dangerous, with people swerving into the roads. The pavement at the north end of New Elvet (outside the two pubs there) is a third pressure point to be added to the two already mentioned.

WC170 Comment on your post "Policy T1"

The map of pedestrian issues identifies some of the City's pavements which are in need of repair or improvement. We note that the issue concerning the use of Owengate to access the WHS by wheelchair and mobility scooter users is flagged, but there are many other streets which present severe difficulties for such users. Pavements along the whole of The Bailey are in a poor state, and in South Bailey are visually unusable because of the lack of dropped kerbs. Even where refurbishment has been undertaken, as in Dun Cow Lane, the needs of wheelchair users have been entirely ignored. Silver Street, despite recent refurbishment, remains a difficult and uncomfortable street for wheelchair users to negotiate, partly because of its poor surface design. Similarly the surfaces on Elvet and Framwellgate Bridges have presented difficulties and discomfort for wheelchair users. Sutton Street, Alexander Crescent, Crossgate and Marjory Lane can be hazardous for some wheelchair users because the pavements are narrow. Also, some City streets have steep inclines and, for that reason, are hazardous for wheelchair users; they should be identified even if there is little that can be done to make them safe.

WC195 Comment on your post "Policy T1"

I am in favour of the Neighbourhood Plan in general, including this section with its emphasis on prioritising the needs of pedestrians, cyclists and public transport users. I wonder, however, whether words should be added to the effect of: 'Nothing in the plans for the city should be seen as in anyway justifying further road building schemes around the perimeter.' I say this because I remember a proposal being mooted to cut the traffic lanes on the A690 Milburngate Bridge from two lanes down to one, ostensibly to enhance it for cyclists and pedestrians. The alleged justification for cutting the road lanes on the bridge is plainly untrue: the current dual use path for cyclists and pedestrians works perfectly well, and the real reason for the proposal is to cause sufficient traffic jams to justify building another road and bridge downriver.

Policy T2: Designing for Sustainable Transport

EQ31. Policies T1 and T2: in the policy and/or accompanying text add wording about the need to provide ergonomically designed seating and to provide handrails.

EQ46 Particularly agree with T2 and T4 - Would be great to have better bike routes and more designated residential bike storage.

Q45 T2: wholeheartedly!

Q68. T2. should also include disabled access

Q76. T2.2. Routes should be direct and well signposted. The surfaces should use high quality surfaces / materials. Routes should be overlooked where possible and safe.

WC36 Comment on your post "Policy T2" POLICY T 2. I support this Policy

WC77 Comment on your post "Policy T2" Policy T2. Well considered. It will help to make the City a better place to live and visit. I support this policy

WC99 Comment on your post "Policy T2"

The SRA made the following general points about sustainable transport:

- * more electric charging points are needed to encourage the use of electric vehicles.
- * routes have to be arranged to avoid conflict between cyclists and pedestrians. Most pavements are too narrow for shared use in the city.
- * taxis and buses should not stand with engines running.

WC122 Comment on your post "Policy T2"

Cycling paths need to be separate from the roads for cars. There is no benefit in painting the cycling lane on the narrow road (as it is i.e. on A177 leading from university sport campus to roundabout leading to Stockton road) The road is too narrow so cycle lane is used by cars all the time to avoid collision with the cars coming from opposite direction. The cycle lane there is meaningless.

Cycling infrastructure should be separate from driving roads and provide shortcuts leading through residential areas to encourage use and make cycling safer and quicker way to commute comparing with driving.

WC146 Comment on your post "Policy T2" This is an interesting and worthwhile policy.

WC163 Comment on your post "Policy T2"

I support these suggestions.

As someone with asthma who does not have a car, I would also support any measures against cars idling there engines in residential areas.

Policy T3: Residential Car Parking in the Controlled Parking Zone (CPZ)

EQ18. Policy T3: if owners of residential property are car owners then parking spaces ought to be provided, otherwise the parking problems will be pushed elsewhere.

Q09 T3: Need more residential car parking.

Q29 T3: * More students now have cars and do require parking.

Q37 Would hope under T3 some consideration could be given to restrictions on student car parking in CPZ and encouragement of County Council & Durham University to accept some responsibility in this area.

EQ31. The purpose of Policy T3 needs to be made clearer.

Q53 T3: I,m not sure if I understand this one.

Q62. Policy T3 – he extent / boundary of the controlled parking zone is not defined.

Q76. T3. Concerned about reduced parking provision can impact on existing residents and services elsewhere. This needs to be considered carefully.

WC2 Comment on your post "Policy T3"

Some thought needs to be given to the extension of the CPZ particularly into Gilesgate Green to prevent a fringe effect, however this will only push the fringe outwards and therefore a city wide CPZ needs to be examined.

Thought must also be given to a relaxation on contractors vehicles and business permits as it is becoming impossible to get contractors to work in the city and the council are missing a rich source of income on business permits.

WC37 Comment on your post "Policy T3"

POLICY T 3. Whilst the spirit and general intention of this Policy is understood and supported it is at this stage difficult to give unqualified support without knowing

(a) that the satisfaction of conditions 1 to 7 would not in practice weaken the effect of minimum parking levels prescribed in the County Durham Parking and Accountability Standards, and

(b) in what way condition 1 could in practice be demonstrated in advance of completion of any particular development.

WC159 Comment on your post "Policy T3"

Discussion at the drop-in event at St Oswald's Institute highlighted that the current DCC policy is also possibly problematic in its requirements for parking spaces for students at purpose-built student accommodation. Currently there is no student parking requirement (except for disabled students) for sites in the Controlled Parking Zone. But outside that zone, 1 space per 15 students is stipulated. Unlike the residential parking policy, this is a maximum, so less parking could be acceptable. We understand that the university policy on parking permits is very restrictive on students having permits, but privately-developed accommodation might seek to use parking as an attractor. There could be situations where a PBSA or college building is proposed which is much closer to the University than some of the PBSAs recently built, yet because it is outside the CPZ might be allowed to have more student car parking, which could lead to an increase in student car use. (Parking for visitors might need accommodating, however, if further from the city centre.) This needs looking at again, particularly with respect to the fringe effects on nearby residential streets. Either the policy itself or paragraph 4.203 might need some attention.

WC181 Comment on your post "Policy T3"

I support this policy. In Durham, as in other historic towns, many otherwise attractive streets are defiled by doubling as car parks.

A city wide CPZ would be very welcome.

Policy T4: Residential Storage for Cycles and Mobility Aids

EQ04. 3. I would seriously consider having an electric vehicle if there were more charge points in the city, I'm sure I'm not alone. Maybe under T4 new residential development should include requirements for access to vehicle charge points.

EQ31. Policy T4. should include provision for charging electric cars.

EQ46 Particularly agree with T2 and T4 - Would be great to have better bike routes and more designated residential bike storage.

Q62. T4 – this is over the top for an individual property.

WC38 Comment on your post "Policy T4" POLICY T 4. I support this Policy.

WC147 Comment on your post "Policy T4" Policies such as these which encourage bicycle use should be encouraged.

WC169 Comment on your post "Policy T4"

We are pleased to see the inclusion of a specific policy concerning the residential storage of cycles and mobility aids. The burgeoning use of mobility aids, particularly by the elderly, indicates the need for this policy.

WC184 Comment on your post "Policy T4" I support these policies but add that secure public parking for cycles is necessary.

WC201 Comment on your post "Policy T4" These are very welcome proposals.

COMMENTS ON THEME 6: A CITY WITH AN ENRICHED COMMUNITY LIFE

Location of Theme details on the website: <http://npf.durhamcity.org.uk/the-plan/contents/theme-6/>
Theme available as a pdf file: <http://npf.durhamcity.org.uk/wp-content/uploads/2017/10/CommunityTheme.pdf>

EQ03 Community facilities will only work if they are funded and organised professionally and used properly.

EQ05 Existing community facilities may not be economically viable but might warrant attempts to secure funding support / community takeover before being declared redundant

EQ13 Miners Hall land in North Road is only large enough for a small project.

Key parts of DLI Museum could be shown in the Information Hub, while the remainder kept in their present locations.

An art gallery should be a major project and include sufficient parking space to encourage visitors from other regions. Apart from the Bowes, no art gallery in the N-E can be considered a real success, though for varying reasons. MIMA could be a success, but suffers from poor transport links and almost no parking. There is the potential for Durham to produce something much better. Management should be independent of university and county council, though with close links. I am convinced it should prove possible to find a substantial benefactor if their name was linked to the gallery.

EQ14 All of the above are so important. The removal of the tourist information centre was the most ridiculous move ever. If a city can not house such an important venue, there is something drastically wrong! We need more cultural venues and spaces in which to further "budding artists". Existing facilities must be protected at all costs.

Q04 The amount of nurses and doctors decreasing due to cutbacks ... and dropping in staff. This also ... students ... Durham

Q11 If its affordable. The other themes are more important right now.

Q13 First place which needs to be restored is the Tourist Information Office. A World Heritage city should enhance the World Heritage Site not detract from it. Visitors & residents could surely expect an art gallery or museum or both in the town centre. The DLI museum & arts centre was possibly removed for reasons which I will never understand. Restoring this, in its beautiful surroundings would give great pleasure to many, many people.

Q15 It is disgraceful that the Council closed down the DLI Museum & Art Gallery. A very good gallery has just opened in Bp. Auckland.

Q18 I highly endorse the idea that community arts facilities contribute to the welfare of the population, and facilities for such need to be in the Plan.

Q19 All obviously necessary. Accept neighbourhood plan suggestions, they are well thought out & written by people who know the city & care for it. I agree wholeheartedly with this neighbourhood plan, its long overdue. I do hope there is no attempt to dilute this - the city is spoiled already & we need to keep what we have left. Ignore the plan & we lose the uniqueness of Durham which makes it so attractive to all.

Q25 (1) Information Hub: This could be staffed by volunteers. (Info. Centre in Ludlow, Shropshire is run by volunteers.)

(2)A museum / interpretation centre to highlight and interpret the fascinating history of the City – see note under Theme 2a.

Q26 It is an absolute disgrace that such a world famous heritage site such as Durham does not have an information / tourist office open to the public. People may use the internet for information but there is no substitute for face-to-face enquiries.

Q28 We need an Tourist Information Office. It is foolish in a city like this not to have one. That would encourage more information about what is available. Copied from Theme 3
We need a viable Visitor Centre. We also need a large place than Alington House.

Q29 All facilities must be affordable, price can prevent many from taking up opportunities to socialise, improve health & general well being. What is on offer must be publicised, as many people not aware of existing opportunities. D.C.C. guided walks should be reduced in price pref. free!! Health benefits would be money well spent.

EQ20 This theme cannot be accepted without recognition of and a policy to collaborate with Durham University (especially its colleges) which has won awards for its community outreach activities and student community action programme, and makes a huge contribution to the City through its multiplicity of cultural and sporting activities most of which are open to members of the local community, e.g. theatrical and operatic groups, orchestras, choirs, museums, regatta, the lumiere and illuminate festivals, public lectures, etc.

EQ21 I strongly support the creation of an information hub. We need low cost meeting rooms for community groups.
Visitors frequently ask where our art gallery is. It's expected in a city of our standing.

EQ26 As the owner of a small holiday let property it is ridiculous that Peterlee has tourist hub and Durham City has not the figures use by the council to justify its closure was gross manipulation of statistics

EQ31 Slightly amending of the wording of the vision statements to provide consistency of wording with the overall vision would be helpful. For Theme 6: Durham City will have a proactively supported community life, including health and well-being, with an enriched artistic and cultural life for the benefit of residents and visitors alike. Residents will be supported and encouraged to be active citizens with a keen interest in their neighbourhood and how it develops.

EQ35 community facilities are a blessing and a gift provided with tax payers money from way back - sustainability of these including reopening of a purpose built DLI museum provision is a must (consider this when factoring in the DCC new build as part of the costings !!)

EQ39 I have lived in Durham for some 40 years - currently in the City centre but also in a Durham city village some 7 miles from the World Heritage site. I well remember the community arts centre at Castle Chare, the facilities at the DLI... - lost to the local community. I strongly endorse policies C1, C3, C4, C5 - and the good sense embodied in C2 and C6 is to be cheered.

EQ40 All these policies will make Durham an attractive place to live.

EQ42 I fully agree with this section of the plan. The university, cathedral, gala, venues and not-for-profit organisers such as Empty Shop should be able (and encouraged) to upload event information to a TIC easily to make the most of such a facility and attractive/useful to the largest possible section of residents and visitors. It should be mirrored by an up-to-date website/app where the same information can be easily accessed from anywhere.

I also welcome 4.116 whereby any new commercial development in the City should include an external, flexible space that can be used for the well-being of their employees, and for staging community events. Copied from Theme 3

EQ43 A definition of community may be helpful in this section or more appropriate what constitutes a community facility.

EQ46 Agree with all apart from the information hub - Is this really needed? Durham is so small!

EQ52 Community arts facilities are important. An information hub would be positive improvement for tourism and local engagement. Community facilities and open spaces should be promoted and maintained.

Public art and public facilities including seating and toilet facilities (including for disabled) are important. Copied from Theme 1

Q39 A personnet(?) visitor centre in the Centre
Sustainability is a huge concern = massive work needed. Copied to Theme 1

Q40 The Tourist Information Office is what people search out in a new place.
An Art Gallery would be a welcome addition.

Q42 E1: There should be no detriment to existing provision eg DLI museum closure. Copied from Theme 3

Q47 Community Arts Centre needs to be within the City itself

Q48 We need an Art Gallery and a much bigger and more central heritage centre than Mary-le-Bow. Copied from Theme 2a

Development of the racecourse with a bowling green, putting green, crazy golf toilets & refreshments would be useful as would regeneration of the old swimming baths. Copied from Theme 2b

If the Council persist in the lunatic plan to move the bus station the vacated space could be used to a Community Centre to revitalize North Road.

All developments must be easily accessible by public transport. Copied to Theme 5

Q54 I think the Information Centre should be brought back to the Market Place.
It would be ideal if the DLI could return to its use as an Art Gallery and the surroundings maintained. It has a wonderful family space much appreciated by my grandchildren.

Q60 Agree with the suggestion that DLI Museum should be brought into use again.
Worried about artists and community facilities having their rents doubled (e.g. Fowler's Yard, Bearpark Community Assoc)

Q63 Para 4.230 could include Dunelm House, re-purposed.
Para 4.251 last sentence: 'a requirement for' should be 'provision of'?

Q64 I consider it a disgrace that there is no information centre for tourists and that this service is provided by volunteers.

Q69 Perhaps some of the existing buildings which contribute to Durham's social problems might be considered as community facilities. The redundant premises (former Miners Hall) in North road might make a suitable performance and practice venue?

Q74 A tourist destination MUST have an Information / Welcome HUB
A tourist destination MUST have arts facilities accessible via a community HUB / for performance / events / art exhibitions / talks / features / family friendly & WELCOMING
Xmas festival should have SPARKLE & more MUSIC
Facilities for an ageing population are there for us all - & demand will only grow. Copied from Theme 5

Q75 The County Council should support the refurbishment of the Redhills Miners Centre as an artistic hub to be memory of our mining heritage, art works and replacement of the DLI museum. This facility has more than enough space inside and outside to house such exhibits. Also development should be considered of the old baths building by the river into a community facility.

Q78 No Tourist Information! A disgrace! "Pointers" and machines are NO substitute for informed people & face to face contact for visitors.

EM15. Theme 6. A City with an enriched community life

4.6.2 Context /4.6.2.1 Cultural activities and facilities (text at time of consultation)

4.215 Durham City has a strong cultural identity. The City is rich with cultural activities such as the annual International Brass Festival, the Durham Miners' Gala, the Book Festival, Durham Streets Summer Festival, the Folk weekend and the biannual Lumiere light festival. In terms of infrastructure the City has one large, two small theatres and an open-air stage in Wharton Park. It has a cinema, (soon to be three), small gallery spaces in different locations across the City, and a small number of art and crafts courses in local community association buildings. Residents and visitors have access to some University facilities, such as The Oriental Museum, Palace Green Library, and The Wolfson Gallery. The Cathedral is used on a frequent basis throughout the year for cultural events and now offers the new Open Treasure Gallery as well as the World Heritage Site visitors centre.

Comments

4.215

- The Durham Street Festival needs removing as the last one was in 2015
- Distinction is needed regarding commercial spaces and local community venues facilities – I recommend the following changes to the text.
- I wish to add the TESTT space in North Rd – a temporary artist studio group and contemporary gallery which started March 2017
- I wish to add to this section the work of the County Durham Cultural Partnership (CDCEP)

Text should now read:

Durham City has a strong cultural identity. The City is rich with cultural activities such as the annual International Brass Festival, the Durham Miners' Gala, the Book Festival, the Folk weekend and the biannual Lumiere light festival. In terms of infrastructure the City has one large, two small theatres and an open-air stage in Wharton Park. It has a cinema, (soon to be three), small commercial gallery spaces in different locations across the City, commercial arts and craft studios at Fowler's Yard and a small number of art and crafts courses and hireable event spaces in local community venues. TESTT Space, a temporary artist studio group and contemporary gallery, is situated above the soon-to-be demolished Durham Bus Station. Residents and visitors have access to some University facilities, such as The Oriental Museum, Palace Green Library, and The Wolfson Gallery. The Cathedral is used on a frequent basis throughout the year for cultural events and now offers the new Open Treasure Gallery as well as the World Heritage Site visitors centre. In order to improve cultural education for children and young people in County Durham, the County Durham Cultural Partnership (CDCEP) has been formed (see Terms of reference)

4.216

Comment

- I wish to add TESTT space as an example of studio space in the City
- Text should now read

There are many visual artists creating ceramics, drawing, painting, sculpture, printmaking, design, crafts, photography, video and filmmaking. Most work from home. A small number have studio space (e.g. in Fowlers Yard, TESTT Space) but most have no ongoing commercial outlet. There also many residents and visitors who take great interest in experiencing the range of visual arts.

4.6.3 Justification

4.226 'This justification refers to the Community theme as a whole. Additional, specific justification for each community policy is given with the policy itself. ' (text at time of Consultation)

Comment

- In 4.227, there is no generic reference to community arts facilities. Three of the five of the priority themes are quoted from The Sustainable Communities Strategy for County Durham 2014-2030. However, nothing is quoted from a fourth one - Altogether Wealthier, which states:

'Achieving our Thriving Durham City

To deliver the cultural and tourism ambitions for the City which benefit the entire County. Through a variety of approaches, specifically the County Durham Cultural Programme we will improve the cultural offer within the county and increase opportunities for people to experience and take part in cultural activities. '

WC63 Comment on your post "Theme 6: A City With an Enriched Community Life"

I support these policies. Please include the protection and provision of more public toilets in Policy C3 and C4.

WC69 Comment on your post "Summary: Theme 6: A City with an Enriched Community Life"

As a member of the Durham Pointers I think a central hub would be an excellent idea for visitors to our city. That's the lack of a tourist information office is still keenly felt and the pointers could complement the work of the hub.

WC80 Comment on your post "Theme 6: A City With an Enriched Community Life"

I fully support these policies.

WC85 Comment on your post "Plan as pdf" Theme 3, Copied to Theme 6

Durham needs more toilet facilities in the centre, more seating that can be sat on i.e wooden benches (and not stone blocks as per the market square, which are truly uncomfortable), including more seats along the river bank, and to encourage more shops to come into the city (lower rates?) instead of the numerous cafes.

Also, the area outside the Gala Theatre should be redesigned, instead of 'windy city' we should have a beautiful area with pleasant seating etc.

WC114 and WC115 Comment on your post "Policy G2" Copied to Theme 6

We certainly recommend the use of the DLI Grounds once more, as a valuable public place, as well as a place of remembrance due to the ashes of Ex DLI Soldiers and families. We would welcome the use of the building to be used as an Art Gallery once again, but to also include the building back into a DLI Museum, which was originally why it was built. DCC will have us believe the building was not fit for purpose, we have the results of a survey they carried out in 2015 and it is. The amount of money that has been spent on displaying the few items from the Collection, the storage, the travelling exhibition is a disgrace and could have easily been spent on the original building. We are in a constant campaign and have had several meetings with DCC, to get justification for what has gone on between DCC, The Trustees of the Museum and now The University, to obtain a building where the whole collection is under ONE roof and not scattered around the County, and as the Museum still stands, it makes absolute sense, as well as solving a number of problems. We have met with Trustees, and Cllrs, ..., but unfortunately they do not see what the public is crying out for. This group seems to be wanting the same as our group, perhaps working together, we may convince the powers that be to listen to the public, instead of feeding us a load of rubbish. ON BEHALF OF THE FAITHFUL DURHAMS

WC118 Comment on your post "Summary: Theme 2a: A Beautiful and Historic City - Heritage"
Theme 5 Theme 6

Durham's historic heritage is twofold, and while the importance of the medieval centre is immense, it would be a pity to be dazzled by it to the point of overlooking the counterbalancing theme of Durham's industrial heritage.

I agree with the Plan's emphasis on protecting the areas identified, and the individual assets, listed and otherwise, but regret that consideration of the North Road seems to have been exclusively with respect to its retail offering.

The North Road is for many visitors, particularly those using public transport the point of entry to the city. It contains many interesting and historic buildings: most obvious is the visual sequence running from the former cinema and adjacent Miners' Hall, past the Bethel chapel to the backdrop of the viaduct. Others are less prominent, but the Wetherspoons restoration of the former Water Board offices is attractive, and Reform Place, almost concealed, adds interest. Nothing here is incompatible with sympathetic, small scale retail, but development of the Miners' Hall as some form of visitor reception or other service point would make good use of its position.

It goes without saying that proposals to move the bus station and destroy the North Road in pursuit of some phantom benefit are without merit.

WC125 Comment on your post "Summary: Theme 6: A City with an Enriched Community Life"

It amazes me, and visitors alike, that a heritage city such as Durham City has no museum to illustrate its rich history from the period of early Christianity to the present day, including the period of the Norman Conquest, the 'Prince Bishops', the mining industry, ship building etc. The Durham County Council closed the Durham Light Infantry Museum, together with the 'City art gallery because it could not make a profit, or break even, with a footfall of 30,000 visitors per year. This needs an explanation when, down the road, at Richmond, North Yorkshire, the Green Howards military museum makes a profit with 17,000 visitors per year! Does the County Council have some secret plan for the land occupied by the DLI Museum building. The lack of a tourist information office in a heritage city beggars belief! Surely, there's more to culture and heritage than an ever increasing number of coffee bars and restaurants? Has anyone thought of using the former miners' hall at Redhills as the venue for a Durham Heritage Museum?

Policy C1: Community Arts Facilities

Q24 C1: Policy?

EQ25 Policy C1 needs to be expanded to include supporting existing arts and cultural venues/projects like testt, redhills and empty shop, but I know this is being worked on and I'm really excited to read the re-draft!

EQ43. Re Policy C1. Whilst we wholeheartedly welcome the spirit of this proposal we feel further definition is required of what constitutes a 'community arts facility'. We would specifically welcome provision for supporting 'affordable and accessible' arts facilities in addition to community arts facilities.

We would ask the forum to make a commitment to identifying appropriate spaces for community facilities - and possibly event establish partnerships through which these facilities could be identified and developed.

Q48. C1 The old cinema in North Road should be a prime target

Q76 C1 – need to also mention the need to maintain and contrive community facilities where possible. Possibly C4.

EM15. Policy C1: Community Arts Facilities (text at time of Consultation)

Development proposals to create community arts facilities will be supported either on an appropriate site or through the conversion of an existing building. Any site should be well related to public transport, walking and cycling routes should be accessible.

Comments:

I have had some interesting and informative conversations about the title and description of this policy in terms of what is defined as a 'community arts facility.' It has been suggested that Fowler's Yard etc. are private, commercial spaces which don't fit into the overall title of Community Arts. I have been asked if commercial propositions equally benefit from this proposed policy?

One online definition of Community Arts is that it 'refers to artistic activity based in a community setting. Works from this genre can be of any media and is characterized by interaction or dialogue with the community. Often professional artists collaborate with people who may not otherwise normally actively engage in the arts.'

1. As this is a planning policy I think it should encompass facilities that could be used for 'community arts' as well as private and commercial facilities. I therefore think that the title of Policy C1 should be 'Provision of Arts Facilities'

2. The planning conditions for Policy C1 should be expanded in line with Policy C3 – Provision of New Community Facilities – i.e. not on Green Belt, well related to residential areas, not adversely affecting amenity of nearby occupiers, allows access to people with disabilities, not contributing to traffic hazards and is accessible to users of all modes of transport

Context for Policy C1 (Text at time of consultation)

4.230 The Forum is in the first stage of identifying sites or buildings that have potential for accommodating community arts facilities. This policy could include a single large building or a range of smaller facilities. Land and buildings are in short supply in the City Centre. Discussions have taken place as to whether a new build should be proposed or whether we use an empty existing building or buildings. The Forum believes a more sustainable option would be to renovate an existing empty building. Our preferred option therefore is the former DLI Museum and Art Gallery. Other possible options include the old Miners' Hall in North Road.

4.231 The Forum is aware of the great sadness in the community when the DLI Museum closed and the DLI collection was moved to storage in Spennymoor, as well as having some exhibition space in Palace Green Library. The building was a valuable resource for the community and used by the young and older people, but the County Council has made it clear that the collection will not return to the building which will be considered for a range of alternative uses. Durham City Conservation Area Appraisal identified the DLI Museum as a non-designated heritage asset/building of local interest:

While not possessing sufficient interest to be listed as of national importance, such buildings add to the general architectural richness and character of the area and it will be important that careful consideration is given to any development proposals that are likely to affect such building. (Durham County Council, 2016e, Character Area 2: Framwellgate p.36)

4.232 The Neighbourhood Planning Forum is presently looking into the possibility of bringing the DLI building back to life as a community asset. This policy links with green infrastructure Policy G2 which includes the designation of the DLI grounds as a Local Green Space.

4.233 The Forum is aware that the design of such facilities needs to be flexible to meet the needs of diverse audiences, changing patterns of use and demands of different art forms. There will be a need to ensure the proposal is deliverable and to establish arrangements for managing the facility over our Neighbourhood Plan period. Policy Implementation Project 3 in Chapter 5 indicates how this policy could be taken forward.

Comments on 4.230/ 4.231/ 4.232/ 4.233

These sections need changing.

4.230 To date the Forum has not identified sites or buildings that have potential for accommodating community arts facilities. (need to change 'community arts facilities' to 'arts facilities') Policy C1 has been written to ensure that if other interested bodies come forward with a planning application the Policy will support it, subject to certain planning conditions

The potential use of the DLI for example as an art gallery, came out of the first public consultation events at the Town Hall, but all attempts by the Forum to discover future uses for the DLI building from the County Council have fallen on stony ground. Not enough progress has been made in terms of the Forum's knowledge about the DLI or indeed The Miners' Hall in North Rd (which is owned privately) to identify them as 'preferred options'.

4.231 If the DLI is removed as a preferred option this paragraph should be deleted

4.232 Certainly the community has a right to bid for assets of community value. This would entail the community asking the council to list certain assets as being of value to the community. If an asset is listed and then comes up for sale, the new right will give communities that want it six months to put together a bid to buy it. This gives communities an increased chance to save much loved shops, pubs or other local facilities. However, at this time we are not in a position to take the DLI forward as an asset of community value.

4.233. There will be a need to ensure the proposal is deliverable and to establish arrangements for managing the facility over our Neighbourhood Plan period' (Text at time of consultation ')
This needs changing. The Forum is not identifying one facility, but any future body (such as The Parish Council) might support projects identified by a range of partnerships. This will be identified in Policy Implementation Project 3 in Chapter 5

WC39 Comment on your post "Policy C1" Copied to Theme 5

POLICY C 1. I support this Policy very strongly, and wish to give emphasis to matters of access to possible venues, having regard to the important need for bands/performers to conveniently off-load instruments/equipment etc and the need to maximise audience attendance/participation through adjacent,(preferably free),car-parking.

This is essential to assist financial sustainability.

WC150 Comment on your post "Policy C1" I agree with WC39 comments, I think it is important to emphasise access to venues.

WC167 Comment on your post "Policy C1"

We support the proposal to bring the former DLI Museum and Art Gallery back into use. It was accessible to all visitors, with nearby car parking, and access to public transport.

Policy C2: Information Hub

EQ43. Re Policy C2. We would be sceptical of the efficiency or value of creating any sort of resource which solely exists as an information hub. Available space in the city centre is minimal and affordable space even more so. Also pertinent is the fact that an increasing majority of people plan their journeys and activities before leaving the house or carry a smart device with them - casting doubts on the longevity and necessity of any such resource.

A hub which is integrated into an existing or new facility and which the use of could be monitored would be more appropriate. Most crucially a better quality and number of dedicated, free poster spaces would probably assist with clear lines of communication regarding activities and events.

Q33 C2: !! We residents all said that closing the Information Centre at Clayport was a very stupid move!! Get it re-opened as soon as possible. For a city like Durham not to have a Tourist Info Office is absolutely ridiculous.

Q48. C2 Bring back the Tourist Information Office ASAP

Q65 Policy C.2. The Information Hub would be exceedingly welcome.

Q69 C2: !

It would be totally unacceptable to re-use the DLI Museum given the reasons set out for its closure – including asbestos problems. An alternative provision is needed urgently. As a DLI volunteer I am familiar with the Collection at Spennymoor and this has some benefits for researchers, but the Collection needs proper display, not the pathetic arrangement at Palace Green. Presumably the section on the DLI grounds will have to be rewritten. While the idea of a reprovided Arts facility is supported there also needs to be proposals for the reestablishment of a modern museum for the County Regiment in a more accessible location with adequate parking. Copied from Theme 2b

Q76 C2 The return of the Tourist Information Centre is essential to the economy. This should include professional staff not just volunteers. Good to have community facilities available.

WC40 Comment on your post "Policy C2" POLICY C 2. I strongly support this Policy. It is a matter of local, national, and international embarrassment that somewhere as significant as Durham does not have a TIC.

WC123 Comment on your post "Policy C2"

I support the principle of this policy. The information software should be accessible to all events and attractions providers so every organisation can easily add an event they organise with tags for easier searching. I would like the University to participate in it making the information about public lectures and events accessible. As the minute residents (or tourists) not working on the University has no way to learn about events open to public which University hold.

Also as a separate policy I think that University should be encouraged or even obliged to have more public events/lectures/discussions and engage with the public more for the purpose of popularising science, encouraging democracy based on informed decision and serve as a place to express and exchange knowledge and opinions.

WC148 Comment on your post "Policy C2" A TIC would be extremely useful for tourists visiting Durham.

Policy C3: Provision of New Community Facilities

Q68 C3 How would you finance this with council funding cuts communal halls are being closed. With the large influx of students in many parts of the city has had a devastating effect on communities. It is difficult to assess how the Claypath, Nevilles Cross, The Gates and Old County Hospital will make this worse.

Q76 C3 need to also mention point 8. Need good quality sustainable design that respects the distinctiveness of Durham.

WC41 Comment on your post "Policy C3" Policy C 3. I support this Policy.

Policy C4: Protection of an Existing Community Facility

Q09 C4: !

Q76 C1 – need to also mention the need to maintain and contrive community facilities where possible. Possibly C4.

WC42 Comment on your post "Policy C4"

POLICY C 4. Whilst I support this Policy, I suggest it be re-formatted as follows:

1. The facility is no longer financially viable, but an equivalent facility is available nearby to satisfy the needs of the local community, OR

2. There is no significant demand for the facility within that locality.

Policy C5: Protection of Urban Open Spaces

Q09 C5: !

Q43 All these facilities are needed but is C5 strictly necessary when it is already dealt with under Green Infrastructure?

Q52 C5: environment

Q53 C5: Vital to protect

Q62 C5.1 – use of “or” between clauses again worrying.

Q76. C51-4. Good quality materials, street furniture, lighting, landscaping. The space should respect the urban grain and townscape.

C5.2 Who decides what is surplus to requirement. Concerned there may be some bias used here from University or Durham County Council.

WC43 Comment on your post "Policy C5" POLICY C 5. I support this Policy.

WC44 Comment on your post "Policy C5"

POLICY C 5.2. As currently drafted point 3 -the provision of equivalent or better quality space- appears to be a requirement, whether or not 1 or 2 can be demonstrated.

Is this the intention, or am I just being thick?

Policy C6: Health Care and Social Care Facilities

Q09 C6: !

Q18. C6. Access of disabled people to facilities needs ensuring as a priority Dentist facilities without such access need to be discovered factually rather than reliance on “anecdotal evidence”.

Q26. C6: Can't comment – no information

Q52 C6: environment

Q53 C6: not clear what is involved

Q76 C6 good quality distinctive design picking up the character of Durham is still required despite this being a community building. Copied to Theme 2a

WC45 Comment on your post "Policy C6"

POLICY C 6. I support this Policy and suggest that emphasis be given to the importance of adjoining car-parking space.

I think the items listed 1 to 9 need to be reviewed/reformatted in finalising the draft. (See in particular point 6).

FURTHER COMMENTS

Comments generally about Our Neighbourhood, the Plan as a whole, other sections of the Plan not covered above, and the consultation process

EQ01 Give the city centre back to the people and make students go into university accommodation. What has been done to the city where no one lives in it for six months of the year is criminal. A beautiful city centre ruined by money grabbing landlords who couldn't care less about the environment. They don't even pay council tax yet get all the benefits which I have to pay for. Copied to Theme 4

EQ02 3. 6. "What is bad about Durham City Centre?"
"North Road (tawdry and dirty, run down, ASB focus, charity shops, poor introduction to City for visitors":
this is all too true, but alas it is not a novelty but has been true ever since I came to Durham in 1965.
I think part of the problem is that local politicians, of all shades, have regularly had unrealistic ambitions for Durham as a great shopping centre: there are improvements which might work (book shops, antique shops, etc., which one would expect to find in a city such as Durham but does not; but tact and guidance will be needed to achieve shopping developments which work for Durham and will succeed. Copied to Theme 3

EQ03 I would like to commend those people who have worked very hard to put this draft plan in place.

EQ04 I think it's important to get the views of students too, they may well be able to come up with some innovative ideas on how best to make Durham work for everyone. Also they might be best placed to put pressure on the university to work with us as their ratings of Durham as a place to study are of paramount importance to the university.

EQ05 I wholly support the retention of the green belt around Durham. Copied to Theme 2b

EQ06 There is mention of modernising the taxi service using electric and hybrid vehicles. This in my mind should also include the Park and Ride buses and the small cathedral bus services. possible any short run service. Copied to Theme 5

EQ10 Some of the information presented appears to be out of date.
How can you guarantee that DCC will support or actively incorporate NPF plans into their Durham Plan which has not been produced yet?
The road system within Durham City is limited as far as possible development is concerned and potentially a system of traffic control using advanced technology will be the way to go within the City. It is difficult to understand how any of the main road arteries leading into and out of the city, such as Church Street, Hallgarth Street Whinney Hill can not be designated as anything other than heavily used main roads when the yearly increased volume of traffic (cars, cyclists, taxi cabs, delivery vans, university maintenance vehicles, mini buses, public transport buses, coaches etc) constantly uses them and yet no extra infrastructure is built to cater for it. Maybe it should be admitted that Durham City is a small city and consequently there is only so much development it can realistically cater for.
More emphasis required on general infrastructure development within the City. This has not been a strong point of DCC's and consequently this needs to be addressed as a matter of urgency.
Copied to Theme 5

EQ13 Most of the projects to improve the neighbourhood are sensible, though very doubtful about what is meant by a rolling scheme of cycle improvements. Much too vague and do not this is included in present plan. Copied to Theme 5

There is a need for a comprehensive record of plant and animal life in the area. University staff did make a limited study, but it should cover the whole region. I think there was also a County Council study in the early 1980s, but am unaware of its current status. Copied to Theme 2b

EQ15 This is where aspiration meets reality.

As a mere resident it is clear that we need:

1. A strong body to represent the Plan. The Forum has worked hard and long to make this set of robust, necessary, sensible and eminently supportable policies.
2. Leadership and Continuity separate from the County Council to ensure that the latter meets our needs, and not vice versa!
3. The City Parish Council to be a supportive and empowered body.

Thank you for everything.

EQ16 Stop the landlords buying up houses to convert this is driving residents out of Durham so reducing the local indigenous population. It also reduces the number of residents who can afford the houses and who would shop locally. There is pressure on the schools as the children have to drive by car /bus so causing traffic problems.

Is Durham City becoming a dormitory town for the University? Copied to Theme 4

EQ17 Thank you

EQ18 With thanks to the team who have worked so hard to put together this excellent Plan.

Q14 Well run event

Q15 Its all very well – BUT I think it is too late for Durham. The DCC and the University between them are destroying the town. No visitor is going to want to come here and students are not going to come either.

Q24 The overall plan seems to be very anti university. Surely we should explore and aspire to more collaborative initiatives.

Q29 * Non payment of council tax on student accommodation must be addressed * Copied to Theme 4

Q30 * Thank you for not assuming everyone has access to email *

Q35 I is appalling that Durham County has no Council Museum – many archaeological finds are stored at Bowes as Durham City has no appropriate facilities. An arts centre cum museum would be wonderful. It is a shame that the space in Millennium Place & at the bottom of Claypath is now to be another hotel. The Hub could also provide info re accommodation for tourists.

Q37 Find all the projects on back page would be most welcome additions to the viability and benefit of living in our area of City.

Just wish to add thanks & commendation for all the work contributed by those volunteers who constructed the Neighbourhood Plan and to comment on the efficiency of the website and its ease of use.

EQ20 Failure to include recognition of, or include policies to build on, the positive contributions that Durham University makes to the economy and culture of the City is a major shortcoming that must be redressed.

EQ21 The compilers of this document are to be congratulated.

EQ23 No

EQ24 Currently it seems that there's very little planning on the direction of how the County Council would like Durham to look in the future. In order to maintain the current allure of the city, a more clearly outlined and defined plan is required like this one.

EQ25 One point I think that might not have been considered is food sustainability and food waste, and working together as a community to ensure we reduce this. Maybe a mention of support for local projects that are trying to tackle this issue would be helpful? Copied from Theme 1
This is such a comprehensive and cohesive plan, it fills me with a lot of hope about the future of our city!

EQ27 I am worried about what might happen if Durham prison is to be redeveloped. I am also concerned about where they might rehouse County Hall because it is a municipal building planning permission won't be needed.

The green space at the rear of the present County Hall is used by many including deer and other wildlife and it would be a shame to lose it - it is the green spaces that make Durham the city it is.
Copied to Theme 2b

EQ30 an excellent, well thought out plan. especially pleased that you are so strong on the green issues. what you suggest is the Durham City I would like to live in.

EQ31 Every policy would benefit from the addition of one to a few sentences stating what they aim to achieve.

There is some confusion between the projects in Chapter 5 and Appendix A. 5.2. Should provide the discussion about the need for projects, their purpose and how they could be implemented, incorporating paras 1 and 2 from Appendix A. All the projects should then be listed in Appendix A, with duplication dealt with e.g. Policy Implementation Project 4 and Project 14.

EQ33 The plan sounds very good. I am no expert, but this is my honest opinion. I wish you good luck.

EQ34 I very much appreciate all the work of the Forum and support the proposals of the Neighbourhood Plan.

EQ39 I have spent a good deal of time with this plan - and I am hugely grateful to the volunteers who have put together this impressive way forward for Durham. I am less proud of Durham today than I was in the first 10 years of my 40 or so years in Durham. While some parts of the City have improved, all too many have deteriorated. I strongly favour implementation of policies contained in this carefully devised plan.

EQ40 Thank you to all who helped put all the hard work into creating this plan.

EQ42 I fully support and am encouraged by the details, direction and spirit of the City Neighbourhood Plan which clearly communicates vital proposals to preserve and enhance the city for residents, visitors and local biodiversity.

EQ43 On behalf of Empty Shop CIC I am pleased to endorse the Neighbourhood Planning Forum's draft plan.

The majority of policies and overall objectives of the plan are to be welcomed. Where we have raised question marks in our response to the consultation we have done so in a constructive and supportive spirit.

We particularly welcome the commitment throughout the plan to a rich community life that places heritage, culture and town-centre appropriate business at the heart of the neighbourhood.

Attempts through draft policy to create a more balanced economic and residential make-up - whilst preserving the city's character - are much needed.

EQ45 Thank you to the hard work of the members of npf for creating such a thorough plan to safeguard the future of Durham and meet the needs of all residents and visitors.

EQ46 Love the plan, I hope to see it in action soon! Great work for putting together, and I sincerely hope it is put to good use.

EQ48 A plea for more mixed, sustainable development. Any policy that enhances a balance of resident vs non-resident population would be most helpful: in terms of housing, infrastructure, amenities, access to retail. Perhaps a closer look at, and adoption of (as appropriate) planning policies in comparable university towns might help to keep the CDNP up to date? See Oxford, Cambridge, St Andrews. Thank you.

EQ49 In my view the Consultation Draft has very effectively reflected and operationalised the concerns and aspirations of the residents of the plan area in a way that the current planning structure has signally failed to do. It deserves to be commended and supported.

EQ50 I wonder, given the pressure to increase student numbers, if fruitful comparison might be made with the situation in Oxford, where I believe planning policy requires the university to provide a specific amount of suitable accommodation for students in order not to squeeze out local residents. This continues to be a growing concern. Copied to Theme 4

EQ52 The plan is comprehensive, well thought out and promotes proposals necessary for the city to continue to flourish.

EQ54 The city needs a policy to get city centre shops all back in use. Copied to Theme 3
A very thorough plan which should do a lot to help the city if implemented.

Q39 I'm full of grateful admiration for all this thoughtful and generous work!

Q46 My comment on all the themes is a heartfelt thanks for all the hard work that has gone into drafting the consultation paper for the Neighbourhood Plan.

Q58 I am grateful for all the hard work and professionalism you have dedicated to this Plan in the interests of all residents. I do hope it influences the County Durham Plan when it finally emerges.

Q60 Improvement projects I particularly liked Projects no. 1,2,5,6,7,8,9,10,12,13,14 (15) Copied from Theme 5

Q61 I am in complete agreement with the entire plan. Copied from Theme 1

Q62 Surely "Project 5" should be covered by a specific Policy?

Ditto "Project 9", "Project 11" and "Project 13, "Project 15" etc. How else can you enforce compliance?

Q63 Plan layout can be confusing. Multiple sequences, Themes, paragraphs, policies, sub-sections, each numbered or lettered, need simplification, if possible.
Otherwise congratulations on a comprehensive complex Draft.

EM1. How come half the meetings are after the period of consultation. Sounds like an insult to me.
Forum response:

Forum response (summary). Informed the respondent that this was not the case. Correct dates of consultation period, and details of remaining consultation events, provided.

EM2. We have read the Plan from cover to cover, and have nothing but admiration for it. It should be adopted at once – it covers all the bases we can think of, and more, and we are full of gratitude to you and your colleagues for all the time and effort that you have put in to it. Congratulations!
Forum response (summary). Thanks sent.

EM4. I was unable to complete the questionnaire on-line I agree with all the themes I am concerned about the impact of increased student numbers on the city the infra structure is not designed for this number of people it is particularly a problem as students move between lectures The people completing the plan have done an incredible amount of work and should be congratulated on this thank you

EM5. EXCITING TIMES..BUT DURHAM BECOMING OVERRUN OVERWHELMED BY STUDENTS

EM6

Response to Forum publicity about forthcoming end of consultation period: Yes, I've commented directly to the web site. Completely in support! Hope it goes well.

EM9

Forum email contact in response to questionnaire comment [Q57] that there was no draft plan only a list of Vision and Objectives along with Themes. Provided details of how the full plan document could be located and viewed.

Respondent:

With due respect, I saw NO draft plan. The volunteers at the drop in centre at St Nicholas Church could NOT show me a plan of all the actual proposed layout of area of homes to be built, improved shopping facilities, business developments, office spaces, community facilities, road network changes, improvements along the River Wear, etc.

All that we saw a list of Visions and Objectives. We asked a volunteer about the plan and he could NOT enlighten me. He talked around the subject but not about the subject.

A lot of time and effort went into showing current maps and collated information (which was very informative) which was displayed but NO blue print, images, model OR layout were on display for the public to view.

I am sorry to disagree with you.

Perhaps you could point me in the right direction so that I can see the proposed full Plan document that Durham would like in, for example, 10 years time.

Forum response:

Provided details of how to access the full Plan document.

Just in case there's a misunderstanding, the Draft Durham City Neighbourhood Plan is a document with policies and explanations and maps showing the proposed employment sites, housing sites etc.

There aren't any road and vehicular traffic and public transport proposals because the County Council requires that we leave those matters to them. Nor are there visualisations or models of what Durham would look like in 10 years time - that would be great but is way beyond the capacity and resources of a group of volunteers.

Respondent:

It seems that we differ on the interpretation of the word "Plan".

I did see the booklets, display boards with information, maps, etc. and I also looked at the web-site. The Draft Plan appeared to me to be a list of Visions and Objectives.

I did look at the display in the Clayport Library.

What I was looking for was:

1. The original plan submitted by Durham Council which was rejected - with reasons for its rejection. (That was not shown but could have been a starting point.)

2. A map showing Durham City -

a) now - start point

b) proposed developments in the pipeline - agreed planning developments - mid point

c) possible future projections on developments - final point

2c would include the possible items listed within the "Draft Plan" superimposed on the city map.

Item 2 would not have been too time demanding to map out.

The visual progression would have much more impact such as proposals required for Planning Permission. It could have been shown on a map of Durham City.

... I did see that a lot of work had gone into that which was displayed.

EM10

We will be submitting our completed form - probably later today [Q69] - but just wished to congratulate the Forum on the work done to draft the plan and the supporting documentation.

We had a valuable discussion with several of your members at the St Oswald's briefing session and appreciate the time that was put in to that.

The City HAS to be rebalanced - we are not going to agree on everything but surely we have a common cause in protecting the City as a place to LIVE, not just as a student dormitory.

EM11

Thanks for getting in touch with Shelter.

I have now forwarded your e-mail onto our North East office which covers the Durham area for their attention so they will have all the details.

If anyone would like to discuss further or requires any more information other than what you have already given then I will ensure they get in touch.

Many thanks and best wishes,

[No follow up response received]

EM14

From JW Wood Property Management, Lettings & Student, requesting an explanation of "Regulation14 Provisions".

Forum response:

Sorry for the legalism, all it means is that the process laid down by the Government for the preparation of a neighbourhood plan (a child of the Localism Act 2011) requires that when the group of people that comprise the local Neighbourhood Planning Forum have reached the stage of a written draft plan there has to be a six week period of public consultations so that businesses and residents and statutory and voluntary bodies can express their views and suggest changes (particularly improvements) to the draft policies. That is where we are at now.

So, as a very significant business in Durham it is important that J W Wood looks, if it wishes, at the Draft Plan and makes comments. I say this because one of the fundamental reasons for preparing the Neighbourhood Plan here is to take forward the National Planning Policy Framework's

principles for sustainable, inclusive and mixed communities. Accordingly, we are adopting the County Council's Interim Policies for student accommodation and indeed suggesting some tweaks. Once the 6 week consultation period finishes on 18th December we will make changes and improvements and then hand the Plan over to the County Council for them to do the rest of the process (more Regulations!) including a public referendum and finally formal adoption of the Plan as the up-to-date development plan for the area.

If you or a colleague would like one of us to pop in to talk about all this please do not hesitate to say.

EM15. I am a permanent resident and I fully support the Plan. I wish to make comments about the following sections:

- Theme 6. A City with an enriched community life, with particular reference to Policy C1
- Chapter 5: Implementation and Monitoring / 5.2: Projects to implement Plan Policies / Policy Implementation Project 3: Policy C1 - Community Arts Facilities
- General Comments regarding the concept of 'Projects' within the Plan
- Theme 5: A City with a Modern and Sustainable Transport Infrastructure / Pedestrian Issues

[See comments copied into appropriate themes]

Chapter 5: Implementation and Monitoring -

5.2: Projects to implement Plan Policies

Some of Our Neighbourhood Planning policies and proposals benefit from additional implementation projects.

Policy Implementation Project 3: Policy C1 - Community Arts Facilities (text at time of consultation)

5.7 During the process of public consultation, the need for improvements in facilities for the arts in the City were identified (Durham City Neighbourhood Planning Forum, 2017). This project includes three key aspects:

- a range of community arts facilities - studio spaces for artists, rooms for courses and rehearsal space, art and crafts workshops for residents of all ages and rooms for meetings of art organisations;
- a City art gallery, including gallery space for permanent and temporary exhibitions by national and local artists;
- a creative business centre for local artists and/or more independent shops to help small creative businesses to sell their products, build a consumer base and give local artists ore exposure.

Comments

- First bullet should read – arts facilities, not community arts facilities. Also need for permanent studio spaces

- Second bullet –should read 'a range of gallery spaces'

5.8 In order to implement this project when the Forum ceases to exist, it will be necessary to do two things: (text at time of Consultation)

1. The Forum will continue to consult with organisations and partnerships involved with the arts and culture in Our Neighbourhood, during the development of the Plan. This will be in order to support their existing strategies to improve facilities for the arts in the City and to encourage them to address elements of this project in any of their future strategies for the City. This includes working with Durham County Council, a possible future Town Council, the Durham City Action Area Partnership, Durham University; the Cathedral Dean and Chapter, Durham BID (The Durham Business Improvement District Committee), the Chamber of Trade, the County Durham Cultural Partnership; Durham Creatives, Visit County Durham, The Empty Shop and other local and regional organisations.

2. A Durham City Regeneration Body (a company limited by guarantee) could be set up in the future. The improvement of facilities for the arts would be part of its brief and the Body could work alongside a possible future Town Council.

Comments

1. The following three potential new facilities are in the planning phase at the time of this Consultation, (December 2017) and need to be reflected in this section:

- Plans are underway for a County Council run contemporary art gallery in the former Tourist Information Centre at the Gala Theatre to open in 2018.
- Durham Miners Association is currently working towards the opening up of the Durham Miners Halls at Redhills for community use for practice, performance and events. This is dependent on the successful raising of significant financial investment.
- Durham University are also exploring opportunities to open up their extensive 20th Century Art collection to the community and piloted the 'Bailey Gallery' scheme in June 2016.

2. The Parish Council will be in place in 2018 and therefore the phrase 'a possible future Town Council needs to be changed to 'the future Parish Council' Part of its role is to 'undertake projects and schemes that benefit local residents' and 'work in partnership with other bodies to achieve benefits for the parish,' (Cumbria Association of Local Councils)

- The concept of a Durham City Regeneration Body needs to be discussed in full by the Working Party. Would such an organization be created at the same time as the Parish Council? What 'projects and schemes' would it be responsible for? Will the Parish Council fulfil the role needed to take the Projects outlined in the Neighbourhood Plan forward, without a regeneration Body?

- Also need to discuss the importance of 'loose partnerships' brought together on a project by project basis, as opposed to a large monolithic organisation

General Comments regarding the concept of 'Projects' within the Plan

I think the concept of Projects is confusing within the Plan I'm not sure if there is a clear distinction for the public between the projects identified in Chapter 5 / 5.2 (Projects to Implement Plan Policies) and those outlined in Appendix A (Projects to improve the economic, social and environmental realm) There appears to be a hierarchy here, with the projects defined in 5.2 being the key ones, supporting policies and Appendix A – the wish list.

Additional Neighbourhood Plan Consultation comment -

Comment

I wish to make an additional comment regarding 5.2 Projects to implement Plan Policies/ Policy Implementation Project 3- Policy C1. This section in my first response to the Consultation (16 December 2017) states:

'Durham Miners Association is currently working towards the opening up of the Durham Miners Halls at Redhills for community use for practice, performance and events. This is dependent on the successful raising of significant financial investment'.

I would like to change this paragraph to:

There has recently been an announcement regarding the current Miners' Hall at Redhill,s for a 5 year plan to preserve the building and bring it to the point where people can celebrate, practice and display the living heritage and culture of the North East. I believe The Forum should support this project in any way possible.

WC1 Comment on your post "Assessment"

I have to agree with ... that this is an exceptionally well composed document and I will add comment to the areas in which I profess some expertise (others may disagree) and whilst this may go against the grain of some views I would suggest that this document invites diverse views and it would strange if all parties agreed with all proposals. A big thanks you to all concerned, it is truly an epic piece of work

WC3 Comment on your post "Contents"

The 'plan' appears to suggest we live at present in a 'beautiful and historic city'. This is not the case. Durham City, which is more than just the peninsular, has already been damaged irrevocably by irresponsible policies from the County Council, University, past City Councils and Parliament, and is sadly now an imbalanced community which is set to get even worse. This plan fails to recognise these issues.

WC7 Comment on your post "Policy D2" Copied from Policy D2

The vitally important role of the university in this city must be recognised.

WC10 Comment on your post "Plan as pdf"

There is too much in this plan to comment on all its details. Suffice it to say that I applaud the effort, agree with its approach and wish it all the best in trying to influence actual planning policy and development in Durham City. I limit specific comment to one matter, that of trees in the WHS and urban space in general [Copied to Theme 2b].

WC12 Comment on your post "Chapter 1: Foreword"

The draft Neighbourhood Plan represents tremendous work in progress for which thanks are due to those who have been and will continue to be engaged in its finalisation.

It is in my view very important that in commenting on the draft at this stage those who do so bear in mind that this Plan is intended to guide the development of Durham City until 2033.

WC13 Comment on your post "Chapter 2: Introduction"

Scope of Neighbourhood Plan

It is worth pointing out that possible developments outside Our Neighbourhood and therefore outwith the scope of the Plan could nevertheless have major implications for the City-for better or worse eg the re-opening of the Leamside Line, or the extension of park-and-ride provision. It would, in my view, be a lost opportunity not to go on record in relation to such threats and opportunities.

WC14 Comment on your post "Chapter 3: Vision and Objectives"

I fully support the Themes and Objectives and applaud the way through which they have been defined.

WC47 Comment on your post "Chapter 5: Implementation and Monitoring" Copied to Theme 5
CHAPTER 5-IMPLEMENTATION & MONITORING

Whilst I understand and accept that the NPF will not be the body that undertakes implementation and monitoring of our Neighbourhood Plan, my sense is that the draft Plan in its current form is less strong in helping to promote desirable development than it will be in preventing undesirable development.

Many people may think that, in a place like Durham, this should be the effect of the Plan.

However, with a view to the Plan being more pro-active which I think it needs to be, I suggest that the Projects listed in Appendix A should include reference to the need for the Railway Station, Bus Station (on its current site please), and North Durham Hospital to be adapted over the course of the Plan period and beyond to meet the growing and changing needs of users.

In addition I would wish to see a clear proposal for the extension of "park & ride" facilities to serve traffic from the south-west from Langley Moor, Meadowfield and beyond, and from the west of the City via Broom Lane.

Our Neighbourhood would derive significant additional value from such a facility which might be capable of location on a site adjacent to the A 690 in the Stone Bridge area, even though it would lie just outside the Our Neighbourhood area

WC53 Comment on your post "The Plan"

This is a comprehensive and thorough report which recognises the many positive aspects of the plan area and its fragility in the face of many competing pressures. It provides an opportunity for those of us who care deeply about the city in which we live to define what makes the city special, to celebrate that which is good, and give direction to future changes that will enhance rather than destroy.

WC54 Comment on your post "The Plan"

Durham City Neighbourhood Plan;

The plan has been very well thought out. It is clearly drafted by a team that understand Durham very well.

I agree with all aims and strategies suggested. It is a practical solution for many of the problems facing Durham at the moment. The plan foresees Durham's potential without needing to destroy further the special qualities of the city.

I would like my views to be recorded as support for this plan.

WC55 Comment on your post "Plan as pdf"

These are my views and while they may not be shared by all, as a person who lives in the city itself I agree wholeheartedly with this plan. It has been developed by people who obviously know Durham City well and understand all the current problems and pressures suffered by the people who do actually live in the city. I do hope Durham County Council take heed and do not try and dilute this plan. The plan is well thought out, well written and much needed. Please protect the heritage, green spaces and architecture and support permanent families in the city itself. Control further takeover of the city by Durham University. Encourage Durham County Council to regenerate villages and communities across the whole county.

WC60 Comment on your post "Maps" These maps are brilliant. Two suggestions. [Copied to Theme 2b and Theme 4]

WC61 Comment on your post "Chapter 1: Foreword"

This Neighbourhood Plan has lifted my spirits about the future for Durham after years of worrying about inappropriate development and declining civil society.

The website and accompanying literature/maps come over as thoroughly professional, carefully thought through, and admirably succinct.

Many thanks to everyone who has put so much voluntary effort into it on behalf of the wider community.

WC62 Comment on your post "Chapter 2: Introduction"

Is there any way of including Gilesgate and Dragonville up to the A1(M) in the neighbourhood? They are often depicted as part of Durham in other maps eg: the Conservation areas of the city, Ordinance Survey maps etc, and it doesn't feel right to see them cut off. Maybe Gilesgate and Dragonville residents could be invited to vote on their preferences?

WC68 Comment on your post "Summary: Projects to Improve Our Neighbourhood"

I agree with all of the above.

WC79 Comment on your post "Chapter 5: Implementation and Monitoring"

This is where aspiration meets reality.

As a mere resident it is clear that we need:

1. A strong body to represent the Plan. The Forum has worked hard and long to make this set of robust, necessary, sensible and eminently supportable policies.
2. Leadership and Continuity separate from the County Council to ensure that the latter meets our needs, and not vice versa!
3. The City Parish Council to be a supportive and empowered body.

I agree with WC47, WC56 comments

Thank you for everything.

WC86 Comment on your post "Plan as pdf"

The Durham Neighbourhood Plan is comprehensive and well thought out. If implemented it would greatly improve the chances of Durham retaining its unique character of impressive historic

buildings housing mainly educational activity in a pleasant environment. The plan details how the character of the city could be enhanced by appropriate planning to give the city a sustainable future, maintain its heritage and green infrastructure, promote a diverse economy and provide attractive affordable places to live based around a modern transport system. The policies proposed are realistic and go a long way towards achieving the stated aims.

The need for the Durham Neighbourhood Plan arose from the concerns of local people about the deterioration of the quality of community life over the past 10 years. Policies such as those to enhance green spaces and encourage new and improve existing community facilities are greatly needed in Durham today.

WC90 Comment on your post "Chapter 3: Vision and Objectives"

This is a very clear set of statements as to what needs to be done, based, refreshingly, on a thorough analysis of community opinion.

WC91 Comment on your post "Chapter 2: Introduction"

The challenges outlined in 2.6 and 2.7, the growth of the University and the change in property use, must be seen as of paramount importance. If these issues are not properly resolved, much endeavour elsewhere may be futile.

WC92 Comment on your post "Chapter 1: Foreword"

There has been a near-complete absence of formal planning for the city itself for some time. This Neighbourhood plan is admirable.

WC97 Comment on your post "The Plan"

This plan has obviously been well thought through by people who are passionate about Durham City and who want to retain its individuality whilst recognising the need to move forward. That balance is not easy but if the plan is taken on board I believe it would help immensely. There is so much building work going on at the moment which makes it hard to see where Durham is actually heading, but I hope that the plan will force the powers that be to realise that students are not the be all and end all. They have got to cater for the existing and future residents, and make it affordable for young families to live and prosper in our lovely city. [Copied to theme 4]

WC98 Comment on your post "Chapter 5: Implementation and Monitoring"

Some concluding remarks from the SRA:

* while our discussion did not look at every policy in detail, we are overall supportive of the plan and there are no individual policies to which we voiced an objection.

* apart from individual policies, what is needed above all is a Masterplan to ensure connectivity between the different developments that are proposed. Lack of such oversight is seen clearly in the fact that both the Gates and Milburngate redevelopments include a cinema and there is no clear scheme to link the two neighbouring sites. This is the concept of town planning, but we only seem to consider individual planning applications. Even on the same site (eg Maiden Castle) applications come forward piecemeal so that the overall impact is never considered.

WC100 Comment on your post

The SRA fully supports this policy [D4] and would like consideration to be given to the development of Durham as a dementia friendly city. This would have implications beyond housing.

WC109 Comment on your post "Chapter 1: Foreword"

The Sidegate Residents' Association held a special meeting to discuss the draft plan and was completely supportive of the overall direction of the plan and very appreciative of the work that had gone into it. Detailed comments will be made at appropriate points in the plan.

WC124 Comment on your post "Summary: Projects to Improve Our Neighbourhood"

I agree with the the majority of these proposals. However, the provision of a taxis in Durham City should be regulated. At this time there appears to be far too many taxis for the number of potential users. Moreover, 'the jury is still out' with regard to electric and hybrid vehicles. First, there is no assurance that current generation of electricity is sufficient to sustain a significant increase in the number of electric vehicles, the increase in the import of electricity, via 'connectors' to Europe, threatens our emergency security and the next generation of super clean diesel engines where the air coming out of the exhaust is cleaner than the air going into the engine is just around the corner!

WC134 Comment on your post "Chapter 5: Implementation and Monitoring"

Conversations with members of the public at drop-in events made me aware of confusion about the projects mentioned in Chapter 5 and those in Appendix A. We need a thorough review of these two sections to strengthen them and remove any confusion.

WC140 Comment on your post "Chapter 2: Introduction"

The plan's boundaries should include all the Conservation Area in Gilesgate, Old Durham etc, it is not entirely clear if these are included, ideally it should also include other parts of Gilesgate that impact on the setting of the Conservation Area and the entrance into the city.

In addition the setting to the Conservation area elsewhere and the World Heritage site is important and the plan should include within its boundaries perhaps some of the fields and farmlands in the Old Durham area and elsewhere.

Impacts of outside development beyond the boundaries need to be considered.

WC141 Comment on your post "The Plan"

I agree with all of [WC97 and WC54] comments and would like to add that I thought the presentations were great. they were very well structured and staffed by knowledgeable volunteers. I would like to see the information boards displayed in the city centre for others to view. I think the issues addressed effect everyone using the city not just those who are lucky enough to reside in the designated area.

WC142 Comment on your post "The Plan"

The Neighbourhood Plan is well researched and put together with clear policies. I am very concerned about the lack of a clear policy in relation to student housing coming from the County Council . The Neighbourhood Plan puts this in perspective and provides a good stepping stone to get to grips with the issues. The thread of sustainable development principles throughout the plan is very welcome. Durham City has such a small but very precious city centre , it is vital that future development respects this in terms of heritage and sustainable development .I wholly support the policies and intentions in the plan.

WC151 Comment on your post "Theme 1: A City with a Sustainable Future" Copied from Theme 1 THEME 1. Upon reflection I am clear that by far the biggest single challenge facing the City in the Plan period will be how the University will be permitted to progress its further growth aspirations and how the further worsening of the already severe imbalance between "Town & Gown" can be managed.

Further University growth within the City on the scale recently announced will further substantially damage our City, create further pressures on infrastructure and support services, and challenge sustainability.

Would I be naive in hoping that, once the Neighbourhood Plan is approved and in place, the planning system will enable unsustainable planning applications submitted piecemeal to be identified and rejected?

At this late stage is there any way that the Neighbourhood Plan could include an additional provision which might give the City greater protection against University menace? Not an easy question, but worth thinking about.

WC156 Comment on your post "Summary"

There has been a lot of hard work out into this document, most of which is to be welcomed. However, it is largely aspirational and the difficulty will be translating these aspirations into reality. Durham is a difficult environment to work in because of its existing street plan and topography. Cycling within the city is at best only for the fit and young, and at worst downright dangerous. Most desirable housing sites have been squandered to speculative student accommodation schemes, when the real sustainable demand is for younger single people, couples and families who are income earners, together with the elderly. The only way of bringing significant traffic relief to the city centre is from an outer ring road, which has serious adverse environmental consequences. Sadly, we have a completely dysfunctional planning department and planning committee, which, since the demise of the City Council, no longer has any real commitment to Durham City, witness the staggeringly silly decision to close the very successful tourist information centre and to submit a County Plan to the Government that was fundamentally flawed from the outset. I wish the Planning Forum every success, but I fear without a radical change of political control and a major overhaul of our planning department, your task will be enormously difficult.

WC157 Comment on your post "The Plan"

I support this plan, which has been drafted by some very diligent and knowledgeable members of Durham City's community. Durham City has suffered great damage over several years during which there has been an unpardonable democratic deficit in the administration of the area covered by this plan, but in my view it is far better for citizens to take up and engage with the remit on offer than to say, "Too little, too late..."

WC166 Comment on your post "Chapter 5: Implementation and Monitoring"

We welcome the acknowledgment, in several places in the Neighbourhood Plan, of the need to take into proper account the importance of assuring and enhancing the accessibility of the City, its services, facilities and environment, to all people, whether they be City residents, neighbours or visitors. In recent years there have been some improvements in accessibility issues, but there remain persistent problems which can be addressed and resolved. One reason why less has been achieved than is possible and desirable has been the failure to consult those people who are affected when access is not as good as it should be, or to seek professional informed advice.

WC168 Comment on your post "Appendix A"

I support all of these numbered these projects, including Project 13 North Road Regeneration. With respect to the call for the provision of public toilets--something I support--it can be noted that further up North Road, at the low end of Wharton Park, there is a toilet block in place. This has been closed for over a year 'for repairs' (though no repairs appear to have been carried out since the closure). These toilets might usefully be reopened.

On the subject of toilets, a second block of convenient and well used public toilets by the Wear, near Baths Bridge, were closed approximately 8 years ago 'due to vandalism'. These toilets too might usefully be reopened. Perhaps these things could be added to the plan?

WC183 Comment on your post "Policy H1" Copied from Policy H1

This policy recognises the relevance of the WHS management's plan's Action Plan to the Neighbourhood Plan. In particular, the Action Plan's objective to improve access to and across the WHS for people with disabilities and their carers, is identified as relevant. Yet there is no recognition in the Neighbourhood Plan of the very real difficulties that will be encountered in trying to achieve this objective. Consultation with disabled people, and advice from those with expertise in the needs of people with disabilities appears to be lacking. Without that consultation and advice, the identified objectives will not be achieved.

WC189 Comment on your post "Chapter 1: Foreword"

The Durham City Access For All Group has considered the Plan and support the initiative it represents. Like others, we appreciate the work that has been done in preparing the Plan and in making it possible for all residents of the City to comment on its ideas and suggestions.

WC200 Comment on your post "References to Evidence Base"

In the appendix listing educational institutions Durham Sixth Form Centre is listed as the "Sixth Form Centre".

WC203 Comment on your post "Appendix D: Population"

Schools - no mention of Durham Sixth Form Centre which serves the the whole of County Durham and parts of Sunderland

Deprivation - no mention of Gilesgate

WC205 Comment on your post "Plan as pdf"

The neighbourhood plan addresses the problems of living within a compact, historic city that needs to function with an expanding but transient youthful population.

It suggests ways of redressing the radical alteration of the city scape and is a timely reminder that some developments can be physically intimidating and inappropriate.

I endorse the plan as a whole and particularly its approach to preserving and enhancing the network of green spaces within the neighbourhood and encouraging sensitive and sustainable housing developments for all age groups in order to create a more harmonious community.

WC206 Comment on your post "Summary: Theme 4: A City with Attractive and Affordable Places to Live" Copied from Theme 4

Unfortunately, I am unable to study this lengthy proposal in any real detail. I cannot see a useful overseeable summary to help me.

When the issues are so many, and so complex it becomes too difficult to do justice to the enormous efforts made by those compiling this work. I cannot take the time to get to grips with all this.

So if it is any use I can tell you what I think about a few issues that effect me and my family.

... Students are often sympathetic to residents problems. Help them to join in making lives easier where ever they can. The students often don't agree with Uni policies! They have as little say as the rest of us ordinary folk. The Council is working with developers and probably some people are doing very well at the expense of the common good of the city. Who are these powerful people? Time to name them, and examine what they are doing, why, and who is benefiting!

Litter is one of the biggest shameful messes this city has. A few examples: Students throw stuff on local paths in Pelaw woods on the way to Maiden Castle sports fields. Fishermen leave (often dangerous hooks/ line) rubbish along the river. Locals don't clean up the areas in front of their own houses as they see it as the work of Council - so it gets left and blown into rivers, and ends up in the trees, in fields, on verges, and of course in the sea. Residents should help to clean the city and so should students staying in our neighbourhoods. How can this be organised? Change begins at home!

That's probably enough from me.

WC210 Comment on your post "Chapter 3: Vision and Objectives"

It's good to see people's opinion set out in a clear and explicit fashion. The major themes stand out in the way they've been presented. It shows that the Council is good at spending capital as in the upgrading of North Road and the Market Place but then fail to set aside sufficient funds for maintenance leading to environmental deterioration.

I support the views of the Access Group.

The Themes that have emerged from the consideration of people's vies for a good framework for future work.

Pre-submission consultation. Collated comments from questionnaires, website and emails

As a matter of interest do we have the sample size for the views?