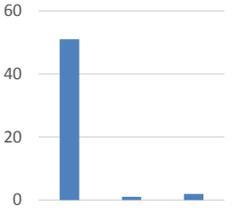
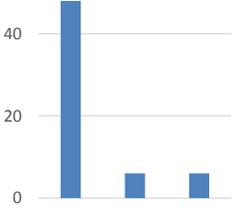
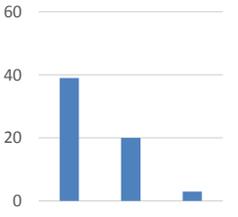


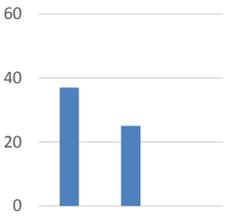
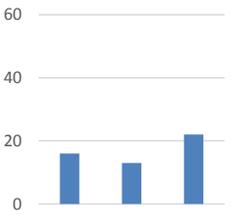
Theme	Draft Criteria	Importance			Participant Comment	Steering Group Response	
		High	Medium	Low			
Housing	Development should favour sites which would be viable for the preferred mix of housing	41	13	2		Pepperpotting of affordable housing and the housing mix	"Pepper-potting" is a site design strategy so would not feature in site selection criteria. It will be considered for inclusion within design policies / site design briefs.
	Development should favour sites which would be viable for delivery of predominantly affordable/starter homes	25	17	7		Favour starter homes and a stronger local connection criteria for affordable housing. Possibly via community led housing.	Noted. The questionnaire showed 75% of respondents supported affordable housing to ownpart own, 61 supported affordable housing to rent, and 64% supported community led housing.
						Would the development achieve the housing mix required by the village without conflict with existing building and also be financially viable to the developer	All preferred sites must be available, viable and deliverable. "Easy to develop" sites should be able to deliver higher proportions of affordable homes and/or bungalows.
						Believe in the need for affordable housing BUT to rent not buy, therefore, more towards Community Led Housing which is available for rent through the dwelling life. (2*)	Noted. The questionnaire showed 75% of respondents supported affordable housing to ownpart own, 61 supported affordable housing to rent, and 64% supported community led housing.
	Development should favour sites which would be viable for delivery of predominantly homes suitable for downsizing	21	28	1			The Rural Housing Enabler has provided evidence there are 26 household connected to the Parish who are interested in downsizing, but who do not qualify for affordable housing.

Site Characteristics	Development should favour sites contained within or adjoining the village envelope	51	1	2		Development should not be on the remaining open spaces in the village. The loss of these will change the character of the village (1*)	Workshops on Settlement Character have recommended that many of the open spaces within the village area should be designated as Local Green Spaces.
						Prioritise 'in-fill sites' and undeveloped sites not currently in construction e.g. Enterpen (5*)	It is believed that the Enterpen site owner wants to build a single dwelling, replacing the demolished bungalow with a larger dwelling. The Steering Group are attempting to contact the owner to confirm this. The questionnaire showed 59% of respondents supported use of in-fill sites.
						Development should be evenly distributed - not all on one side of the village (4*)	The questionnaire results showed that a distributed spatial strategy was supported by 67% of respondents, and concentration in one area was opposed by 61% of respondents
	Development should favour sites that avoid loss of prime agricultural land or high quality habitat	48	6	6		Habitat and prime agricultural land are two separate issues	These are different land types, but can be addressed by a single criteria. "Traffic light" definitions will propose a hierarchy ranging from "most favoured for development" to "least favoured". The order will be determined through further consultation.
	Development should favour sites that can achieve a good access onto the road network	39	20	3		Recent Wickets developments adding to traffic levels around Paddocks End and the New SPAR	Traffic surveys carried out as part of The Wickets planning application (i.e. before any additional traffic from the SPAR relocation and the Wickets) show that Garbutts Lane was operating at around 4% of capacity.
						Access/Egress should have high visibility, be safe and not impinge on neighbouring houses/drives etc (2*)	This could be used in the traffic light definitions.

						Relocation of SPAR and recent development close to this area offers good site option. Close to A19 for commuting (4*)	Sites will be selected through a structured process using criteria developed through community consultation. The criteria will address a range of issues, and the site selection will be based on performance of the site across all of the criteria. Some commuter journeys are North towards Crathorne, others are East towards Stokesley, or West towards the Black Swan or Tontine.								
	Development should favour sites that do not result in impairment or loss of significant views from public spaces	47	5	13	<table border="1"> <tr><th>Category</th><th>Count</th></tr> <tr><td>1</td><td>47</td></tr> <tr><td>2</td><td>5</td></tr> <tr><td>3</td><td>13</td></tr> </table>	Category	Count	1	47	2	5	3	13	Development must never impact upon areas with rich biodiversity, loss of views from these areas or onto already busy roads (4*)	Sites will be selected through a structured process using criteria developed through community consultation. The criteria will address a range of issues, and the site selection will be based on performance of the site across all of the criteria.
Category	Count														
1	47														
2	5														
3	13														
						Public spaces to include footpaths (1*)	The Steering Group consider footpaths to be public spaces, and many of the significant views marked up on the Settlement Character Maps by workshop participants are from footpaths.								
						This depends on the quality of the development. Good architecture will <u>enhance</u> the views.	Workshop activity on Settlement Character suggests that most participants prioritised unobstructed views of the countryside over sympathetic development. Design standards will be addressed during policy development and this point will be considered at that time.								
Settlement Character - Built Environment	Development should favour sites that minimise impacts on significant buildings and frontages	19	15	6	<table border="1"> <tr><th>Category</th><th>Count</th></tr> <tr><td>1</td><td>19</td></tr> <tr><td>2</td><td>15</td></tr> <tr><td>3</td><td>6</td></tr> </table>	Category	Count	1	19	2	15	3	6	This is covered off by Listed building consent (? word not clear) & legislation so already covered.	The issue is not fully addressed by considering only Listed Buildings. Workshops identified a number of buildings which may be suitable for Non Designated Heritage Asset classification and street frontages which make significant contributions to the Settlement Character.
Category	Count														
1	19														
2	15														
3	6														

					Quality of design far more important. Too many pastiches get built. We don't worry about 17/18/19 century buildings rubbing up against each other	Design standards will be addressed during policy development and this point will be considered at that time.								
					Don't reinvent a system. The original questionnaire was clear and familiar	Site selection criteria need to be more specific and detailed than can reasonably be derived directly from the questionnaire. The results of the questionnaire do provide context for criteria, and the draft criteria have been developed using the questionnaire results as a key part of the evidence base.								
Development should favour sites that would encourage design styles sympathetic to the adjacent built form	28	16	3	<table border="1"> <caption>Survey Results for Design Sympathetic to Adjacent Built Form</caption> <thead> <tr> <th>Response</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Strongly Agree</td> <td>28</td> </tr> <tr> <td>Agree</td> <td>16</td> </tr> <tr> <td>Disagree</td> <td>3</td> </tr> </tbody> </table>	Response	Count	Strongly Agree	28	Agree	16	Disagree	3	Would the development be consistent with recommendations in the Settlement Character Assessment. Would the development be consistent with recommendations in the village landscape assessment. Would the development avoid impact on the village rural character	These points will be considered during drafting of the "Traffic Light" definitions.
Response	Count													
Strongly Agree	28													
Agree	16													
Disagree	3													
					Quality of design far more important. Too many pastiches get built. We don't worry about 17/18/19 century buildings rubbing up against each other	Design standards will be addressed during policy development and this point will be considered at that time.								
Development should favour sites that will not impact detrimentally on the conservation area	46	5	2	<table border="1"> <caption>Survey Results for Sites Not Impacting Conservation Area</caption> <thead> <tr> <th>Response</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Strongly Agree</td> <td>46</td> </tr> <tr> <td>Agree</td> <td>5</td> </tr> <tr> <td>Disagree</td> <td>2</td> </tr> </tbody> </table>	Response	Count	Strongly Agree	46	Agree	5	Disagree	2	Would the development avoid the risk of encouraging further speculative development outside the NP on the same (extended) site.	This point will be considered during drafting of the "Traffic Light" definitions.
Response	Count													
Strongly Agree	46													
Agree	5													
Disagree	2													
					Quality of design far more important. Too many pastiches get built. We don't worry about 17/18/19 century buildings rubbing up against each other	Design standards will be addressed during policy development and this point will be considered at that time.								

					At this stage the allotments and Honeyman's field will not be developed BUT these 2 locations MAY be developed in the future & this fact should be respected.	No decisions have been made on which sites will, or will not be developed. However, it is noted that both these sites have been recommended for Local Green Space designation. A key attribute of this designation is that the land would remain undeveloped beyond the plan period.	
					The plan should promote buildings of character & architectural merit not just a repeat of the existing styles	Design standards will be addressed during policy development and this point will be considered at that time.	
					Need to encourage innovation in design so houses may look different from existing properties	Design standards will be addressed during policy development and this point will be considered at that time.	
Settlement Character - Natural Environment	Development should favour sites which present opportunities to protect or enhance Green Spaces or improve public access to them	39	13	1	<p>A bar chart with a vertical axis ranging from 0 to 60. There are three blue bars. The first bar has a value of 39, the second bar has a value of 13, and the third bar has a value of 1.</p>	No mention of high pressure pipeline. Biodiversity?	As explained on the introductory boards at the consultation, a number of issues will be addressed through national standards rather than by community defined criteria. Such issues include flooding and habits (NPPF guidelines), and pipeline safety (HSE guidelines).
					Green Space & vistas of the adjoining countryside must be of paramount importance (3*)	Sites will be selected through a structured process using criteria developed through community consultation. The criteria will address a range of issues, and the site selection will be based on performance of the site across all of the criteria.	
					Development should not result in reduction of 'dark sky' at nights (1*)	All developments will introduce some light pollution. However, design policy and the site design briefs could potentially specify that light pollution should be minimised. Consideration will also be given to this point during the drafting of "traffic light" definitions.	
					Parking on the Village Green should be prohibited (i.e. Sunday lunchtimes in particular. If even a few are allowed it could become the norm)	Parking is not permitted. While it is acknowledged that it occurs, enforcement is not a Neighbourhood Plan issue	

Development should favour sites which do not result in loss of open space in the Leven Valley	37	25	0		Need to protect small unidentified (as yet) areas of natural environmental value - not yet listed as Local Green Space e.g. trees off Sexhow Lane / Enterpen	It may be possible to address this through policy aimed at maintaining the "green element" of the conservation area. This will be considered during policy development.
					Would the development minimise the impact on wildlife? (Note: building on a greenfield site always impacts on wildlife. Providing a "green corridor" in such a case is not a palliative!) (1*)	This is addressed in one of the proposed criteria ("Development should favour sites that avoid loss of high quality habitat")
					Development should help a "nuclear" village to develop rather than a sprawling village (1*)	This could be incorporated within the "traffic light" definitions for the criteria "Development should favour sites contained within or adjoining the village envelope"
Development should favour sites which will allow people with limited mobility to access the open countryside with ease	16	13	22		Equality for disabled people	It is not clear how the comment relates to the proposed site selection criteria. Site development briefs could also be used to address disability issues.
					Would the development use available in-fill land of no agricultural, amenity or green space value? Would the development avoid impact on designated, listed or "sensitive" areas as described in the Settlement Character Assessment	This is addressed in one of the proposed criteria ("Development should favour sites that avoid loss of prime agricultural land..."). The land types mentioned here could be placed within the hierarchy of "most favoured" / "least favoured" for development.
					Would the development avoid the degradation of the tranquility and rural or scenic nature of popular local exercise routes and areas e.g. public footpaths and roads used by walkers, runners or cyclists or designated recreational areas.	It may be possible to address this point through broadening the scope of the criteria "Development should favour sites which present opportunities to protect or enhance Green Spaces or improve public access to them"

Services & Facilities	Development should favour sites that offer opportunity to sustain or enhance community services or facilities	31	18	3	<p>A bar chart with a vertical axis from 0 to 60. It has three blue bars with heights of 31, 18, and 3.</p>	Previous consultation on community facilities stressed local distinctiveness, distinct from say Stokesley. Local shops should be useful and providing for needs - a greengrocer, a butcher, a fresh bread baker etc. no more hairdressers	The issue raised is not relevant to site selection criteria.
						Would the development be within walking distance of village amenities: GP surgery, school, Village Hall, Store, etc. (acceptable distances as in Preferred Options Part 2). Would the development have a walking/cycling route (or potential route) to the village.	These could be incorporated into the "Traffic Light" definition for the criteria "Development should favour sites that offer a viable alternative to private cars to access services"
	Development should favour sites that offer a viable alternative to private cars to access services	42	11	8	<p>A bar chart with a vertical axis from 0 to 60. It has three blue bars with heights of 42, 11, and 8.</p>	Already have to drive to majority of services so limited importance	Noted.
						Alternative need to include public transport - possibly community led.	Provision of public transport is not a Neighbourhood Plan issue.
						Development must be within easy walking distance of services and facilities. Particularly shop and doctors (3*)	These could be incorporated into the "Traffic Light" definition for the criteria "Development should favour sites that offer a viable alternative to private cars to access services"
Traffic & Transport	Development should favour sites that would encourage reduction in vehicle traffic within the village area	45	11	2	<p>A bar chart with a vertical axis from 0 to 60. It has three blue bars with heights of 45, 11, and 2.</p>	Development should take into account problems of accessing village centre where all resources are situated except church i.e. Rudby Bank, narrow bridge, and steep hill (3*)	Some allowance for topography could be incorporated into the "Traffic Light" definitions.

					All development should not be concentrated around i.e. walking distance to services. This would severely affect character and balance of housing type in village and divide Hutton from Rudby (1*)	Sites will be selected through a structured process using criteria developed through community consultation. The criteria will address a range of issues, and the site selection will be based on performance of the site across all of the criteria.								
					Sites developed not within easy walking distance will increase traffic in the village area (2*)	Noted								
Development should favour sites that provide opportunity to improve connectivity of footpaths and pavements within the village area	30	12	12	<table border="1"> <thead> <tr> <th>Category</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>30</td> </tr> <tr> <td>2</td> <td>12</td> </tr> <tr> <td>3</td> <td>12</td> </tr> </tbody> </table>	Category	Value	1	30	2	12	3	12	Footpaths already existing & ensure these are not eroded and offer... (word unclear) ploughed up by local farmers (3*)	Footpath maintenance is not a Neighbourhood Plan issue (usually the responsibility of the Landowner or NYCC)
Category	Value													
1	30													
2	12													
3	12													
					Selection of sites must avoid more traffic on Rudby Bank. Hazardous at best, dangerous at times. (12*) Note appended to original comment: "Not important or practical"	Sites will be selected through a structured process using criteria developed through community consultation. The criteria will address a range of issues, and the site selection will be based on performance of the site across all of the criteria.								
					Need to recognise that the majority of residents in HR and Rudby are "mobile" i.e. ability to walk to services whilst nice is not necessarily achievable.	Noted								
Development should favour sites that can provide sufficient off-street parking spaces for the needs of residents and visitors	56	2	2	<table border="1"> <thead> <tr> <th>Category</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>56</td> </tr> <tr> <td>2</td> <td>2</td> </tr> <tr> <td>3</td> <td>2</td> </tr> </tbody> </table>	Category	Value	1	56	2	2	3	2	But we may have to face the fact that there'll never be enough.	The criteria wording will be amended to make clear that sites should be able to provide sufficient on-site parking for the incremental need for parking generated by the site itself.
Category	Value													
1	56													
2	2													
3	2													
					Problem of walking to village centre must be considered when selecting sites. Not only distance - also geographical problems of route.) (1*)	Some allowance for topography could be incorporated into the "Traffic Light" definitions.								

						Would the development be near a practical bus service for residents of the development to get to and from work and shopping centres? Would the development minimise increased traffic through the village to work or shopping centres? Would the development minimise increased car parking in the village centre? (1*)	These points will be considered for inclusion within traffic light definitions of relevant criteria. However, it is noted that public transport is low frequency and consequently was very little used by most questionnaire respondents.
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Notes:

- 1) There were 46 participants at the first drop-in event and a further 26 at the second - a total of 72 participants.
- 2) Numbers shown in brackets at the end of comments e.g. (*3) are the number of "likes" a comment received
- 3) The "responses" column shows the total number of responses for each criteria
- 4) The weighted score is calculated as 3 x high + 2 x medium + 1 x low importance
- 5) Rank indicates the position (i.e 1st to 18th) that the criteria achieved in number of responses, and weighted score respectively
- 6) The results will be analysed to set approximately 12 "locally defined" criteria.
These will be supplemented by mandatory national criteria dealing with issues such as flooding, & protected species, & HSE criteria for the pipeline
- 7) There will be at least one criteria from each "theme"