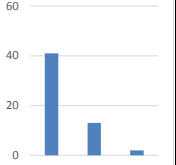
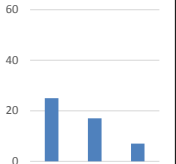
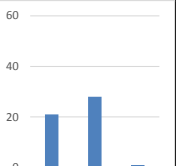
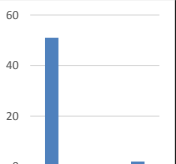
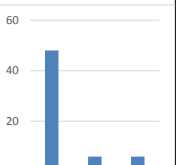
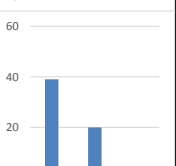
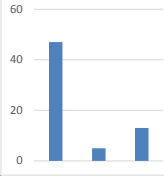
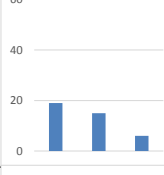
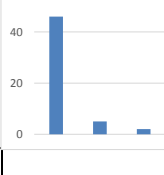


Theme	Draft Criteria	Importance				Comments	Responses Score	Responses Rank	Weighted Score	Weighted Rank
		High	Medium	Low						
Housing	Development should favour sites which would be viable for the preferred mix of housing	41	13	2		Pepperpotting of affordable housing and the housing mix	56	8	151	9
	Development 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.  Would the development achieve the housing mix required by the village without conflict with existing building and also be financially viable to the developer	49	16	116	16
	Development should favour sites which would be viable for delivery of predominantly homes suitable for downsizing	21	28	1			50	15	120	14
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*)  Prioritise 'in-fill sites' and undeveloped sites not currently in construction e.g. Enterpen (5*)	54	9	157	7
	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	60	5	162	3
	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  Access/Egress should have high visibility, be safe and not impinge on neighbouring houses/drives etc (2*)	62	2	160	5

	Development should favour sites that do not result in impairment or loss of significant views from public spaces	47	5	13		Development must never impact upon areas with rich biodiversity, loss of views from these areas or onto already busy roads (4*)	Public spaces to include footpaths (1*)	This depends on the quality of the development. Good architecture will <u>enhance</u> the views.	65	1	164	2
Settlement Character - Built Environment	Development should favour sites that minimise impacts on significant buildings and frontages	19	15	6		This is covered off by Listed building consent (? word not clear) & legislation so already covered.	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	Don't reinvent a system. The original questionnaire was clear and familiar	40	18	93	18
	Development should favour sites that would encourage design styles sympathetic to the adjacent built form	28	16	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	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		47	17	119	15
	Development should favour sites that will not impact detrimentally on the conservation area	46	5	2		Would the development avoid the risk of encouraging further speculative development outside the NP on the same (extended) site.	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	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.	53	11	150	10
						The plan should promote buildings of character & architectural merit not just a repeat of the existing styles	Need to encourage innovation in design so houses may look different from existing properties					
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		No mention of high pressure pipeline. Biodiversity?	Green Space & vistas of the adjoining countryside must be of paramount importance (3*)	Development should not result in reduction of 'dark sky' at nights (1*)	53	11	144	11
						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)						

	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	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*)	Development should help a "nuclear" village to develop rather than a sprawling village (1*)	62	2	161	4
	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	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	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.	51	14	96	17
Services & Facilities	Development should favour sites that offer opportunity to sustain or enhance community services or facilities	31	18	3		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	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.		52	13	132	12
	Development should favour sites that offer a viable alternative to private cars to access services	42	11	8		Already have to drive to majority of services so limited importance	Alternative need to include public transport - possibly community led.	Development must be within easy walking distance of services and facilities. Particularly shop and doctors (3*)	61	4	156	8
Traffic & Transport	Development should favour sites that would encourage reduction in vehicle traffic within the village area	45	11	2		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*)	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 developed not within easy walking distance will increase traffic in the village area (2*)	58	7	159	6
	Development should favour sites that provide opportunity to improve connectivity of footpaths and pavements within the village area	30	12	12		Footpaths already existing & ensure these are not eroded and offer... (word unclear) ploughed up by local farmers (3*)	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"	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.	54	9	126	13
	Development should favour sites that can provide sufficient off-street parking spaces for the needs of residents and visitors	56	2	2		But we may have to face the fact that there'll never be enough.	Problem of walking to village centre must be considered when selecting sites. Not only distance - also geographical problems of route. ) (1*)	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*)	60	5	174	1

**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"