

Q3 Vision

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree						
4	Don't know						
5	Agree						
6	Agree						
7	Agree						
8	Agree	Like that the village will remain distinct in character.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
9	Agree						
10	Agree						
11	Agree						
12	Agree						
13	Agree						
14	Agree						
15	Agree						
16	Agree						
17	Disagree						
18	Agree	The repeated phrase that the Parish will remain as a village with its own identity.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
19	Agree						
20	Agree						
21	Don't know						
22	Agree						
23	Agree						
24	Agree						
25	Agree						
26	Agree						
27	Agree						
28	Agree						
29	Agree						
30	Agree						
31	Agree						
32	Agree						
33	Agree						
34	Agree						
35	Agree						
36	Disagree	If the Parish has a unique identity then development will change that identity.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
37	Agree						
38	Agree						
39	Agree						
40	Disagree						
41	Agree						
42	Agree						
43	Agree						
44	Agree						
45	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
46	Agree	Development needs to be limited, proportionate and controlled.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
47	Agree						
48	Agree						
49	Agree						
50	Agree						
51	Agree						
52	Agree						
53	Don't know						
54	Agree						
55	Disagree	Preferred wording: The Parish MAY develop but WILL retain its.....	Yes	As 93% of the respondents who expressed an opinion were in agreement with the Vision Statement, the Steering Group do not see any need for further refinement of the wording.	None		
56	Agree						
57	Agree						
58	Agree						
59	Agree	It is essential we remain a rural community and the statement highlights this.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
60	Agree						
61	Agree	Scale and pace of development should be such that the village grows at a rate that does not result in loss of sense of place.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
62	Agree						
63	Agree	Like "unique identity" and "distinct in character from nearby market towns and suburbs"	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
64	Agree						
65	Agree						
66	Don't know	We are really an "urban community in the country" made up of retirees & those who work outside the village.	Yes	Noted	None		
67	Agree						
68	Agree						
69	Agree						
70	Agree	'Develop' is a rather vague term on its own	Yes	The Vision Statement includes an acknowledgment that development will occur within the Parish. The form which that development will take will be guided by the Neighbourhood Plan, and set out in more detail within the Neighbourhood Plan objectives and policies.	None		
71	Agree						
72	Agree						
73	Agree						
74	Agree						
75	Agree						
76	Agree						
77	Agree						
78	Agree						
79	Agree						
80	Agree						
81	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
82	Agree	The relocation of the village shop adversely affects the heart of the village, however I strongly feel that the village should try and retain its traditional village atmosphere and be careful about developing, particularly developing at only one end of the village, thereby extending the village and thus it loses its village status.	Yes	Preferred sites which are viable, available and have the capacity to deliver the quantity of development set by the Local Plan will be identified through a structured process involving workshops and further consultation. The number of sites, their distribution, and housing mix will be determined through this process. Evidence which will be taken into account includes responses to Q15, Q16 and Q32 of the Questionnaire.	Workshop	NPSG	
83	Agree	The village heart ie the centre, will be lost with the movement of the Spar, which is a great shame.	Yes	The Neighbourhood Plan cannot reverse planning decisions which have already been made.	None		
84	Agree						
85	Agree	The village retaining it's unique identity	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
86	Agree						
87	Agree						
88	Agree						
89	Agree						
90	Agree	I think that "sustainable" does not necessarily mean that all residents and families should be able to stay in the village. I have three children and all accept that they cannot afford to live in the village. Two now have homes outside the village and the third is still at university.	Yes	The National Planning Policy Framework defines the social role of sustainable development as "supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being"	None		
91	Agree						
92	Agree						
93	Agree						
94	Agree						
95	Agree						
96	Agree						
97	Agree						
98	Agree						
99	Agree						
100	Agree						
101	Agree						
102	Agree	Ought we to have a specific statement on the protection of the Leven Valley in the vision?	Yes	As 93% of the respondents who expressed an opinion were in agreement with the Vision Statement, the Steering Group do not see any need for further refinement of the wording.	None		
103	Agree						
104	Don't know	Didn't see it	Yes	The Vision Statement was set out within the Questionnaire in bold text immediately above "Q3 Do you agree or disagree with our proposed vision statement?"	None		
105	Agree						
106	Agree						
107	Agree						
108	Agree	A sustainable, yet distinct village is what we want.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
109	Agree						
110	Agree						
111	Agree	A clear, concise, effective summary of intent	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
112	Agree						
113	Agree						
114	Agree						
115	Agree						
116	Agree						
117	Agree	No Comment	Yes	No response required	None		
118	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
119	Agree	To include the whole of the parish area surely it should say '...thriving villages..' or is the statement only about Hutton Rudby and not the other villages in the other parishes that are covered by the parish council?	Yes	The Neighbourhood Plan Area covers the full extent of the four historic parishes (Hutton Rudby, Rudby, Middleton and Skutterkelfe) covered by Rudby Parish Council. In the Vision Statement, the word Parish is used in the inclusive sense to mean all of the countryside and all of the settlements within the Neighbourhood Plan area. The word village refers to the "cluster settlement" of Rudby/Hutton Rudby where most of the population lives, most of the services are located and which Hambleton consider to be a sustainable location for development.	None		
120	Agree						
121	Agree						
122	Agree						
123	Agree						
124	Agree						
125	Agree						
126	Agree						
127	Agree						
128							
129	Don't know						
130	Agree						
131	Agree						
132	Agree						
133	Agree						
134	Agree	Development should not be on greenbelt land	Yes	Greenbelt has a specific meaning in planning, and there is no greenbelt in the Parish, so this has been interpreted as a reference to greenfield land. Preferred sites which are viable, available and have the capacity to deliver the quantity of development set by the Local Plan will be identified through a structured process involving workshops and further consultation. The number of sites, their distribution, and housing mix will be determined through this process. Evidence which will be taken into account includes responses to Q15, Q16 and Q32 of the Questionnaire.	Workshop	NPSG	
135	Agree						
136	Agree						
137	Agree						
138	Agree						
139	Agree						
140	Agree						
141	Agree						
142	Agree						
143	Agree						
144	Agree						
145	Agree						
146	Agree						
147	Agree						
148	Agree						
149	Agree						
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree	It is vital that the feel of a village community remains. A good village community should be of help to one another.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
155	Agree	When you say Parish, I presume it includes Rudby, Hutton Rudby. The same does not apply to Middleton.	Yes	The Neighbourhood Plan Area covers the full extent of the four historic parishes (Hutton Rudby, Rudby, Middleton and Skutterskelfe) covered by Rudby Parish Council. In the Vision Statement, the word Parish is used in the inclusive sense to mean all of the countryside and all of the settlements within the Neighbourhood Plan area. The word village refers to the "cluster settlement" of Rudby/Hutton Rudby where most of the population lives, most of the services are located and which Hambleton consider to be a sustainable location for development.	None		
156	Agree						
157	Agree						
158	Agree	Encourage further small selection of shops. We need a public parking space. We need public toilets. Build lo cost/rental housing where cars are parked off street. Keep a bus service. I would use the buses more but but recents cuts preclude this.	Yes	1) Q4 indicates that the current village retail services are valued (97% Shop, 93% PO, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include i) the community would rather see retail space converted than lie derelict, or ii) the community is not overly concerned that these are located around the Green, or iii) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space. 2) The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide public parking. 3) In addition to intial installation costs, Public Toilets incur ongoing costs for cleaning and maintenance. The Steering Group will enquire what the view of the Parish Council would be on funding this from the precept. 4) Q12 shows that the most favoured tenure is affordable housing to own/part own. 5) Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of transport services.	Refer	RPC	The only Parish Council land in the middle of the Village where parking is required is the Village Green and parking is not permitted. Not sufficient demand for public toilets and on going costs could not be justified. Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
159	Agree						
160							
161	Don't know						
162		Spread affordable homes across village NOT just at the west of village	Yes	Preferred sites which are viable, available and have the capacity to deliver the quantity of development set by the Local Plan will be identified through a structured process involving workshops and further consultation. The number of sites, their distribution, and housing mix will be determined through this process. Evidence which will be taken into account includes responses to Q15, Q16 and Q32 of the Questionnaire.	Workshop	NPSG	
163	Don't know						
164							
165	Agree						
166	Agree						
167	Agree						
168	Agree						
169	Agree						
170	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
171	Agree	I presume a thriving village has a healthy mixture of ages, types of people in a variety of different types of houses/homes.	Yes	The National Planning Policy Framework defines the social role of sustainable development as "supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being"	None		
172		I question the wisdom or real need of more housing to be built in this area	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
173	Agree						
174	Agree						
175	Agree	Like the emphasis on RURAL community, thriving village at heart, DISTINCTIVE character.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
176	Agree						
177	Agree						
178	Agree						
179							
180	Agree						
181	Agree						
182	Agree						
183	Agree						
184	Agree						
185	Agree						
186	Agree						
187	Agree						
188	Agree						
189	Agree						
190	Agree						
191	Disagree	Our schools, doctor, traffic will be affected	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish. The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Workshop	NPSG	
192	Agree						
193	Agree						
194							
195	Agree						
196	Don't know						
197	Agree	ADD 'and provide a safe and proactive environment to support all residents of all ages that make up the parish community'	Yes	As 93% of the respondents who expressed an opinion were in agreement with the Vision Statement, the Steering Group do not see any need for further refinement of the wording.	None		
198	Agree						
199	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
200	Agree						
201	Agree						
202	Agree						
203	Agree						
204	Agree						
205	Agree	I feel the village vision should strive to retain its character as 'A VILLAGE' with small housing developments x infill where possible.	Yes	Preferred sites which are viable, available and have the capacity to deliver the quantity of development set by the Local Plan will be identified through a structured process involving workshops and further consultation. The number of sites, their distribution, and housing mix will be determined through this process. Evidence which will be taken into account includes responses to Q15, Q16 and Q32 of the Questionnaire.	Workshop	NPSG	
206	Agree						
207	Agree						
208	Agree						
209	Agree	Definitely agree. It must retain its identity and uniqueness.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
210	Agree	The village must retain its rural and unique character	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
211	Agree						
212	Agree	Support the reference to the settlement being sustainable. The need for the Plan to perform a number of roles, economic, social and environmental is therefore acknowledged.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
213	Agree						
214	Agree						
215	Agree						
216	Don't know	The final sentence is good	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
217	Agree						
218	Disagree	The vision should acknowledge that 'The Parish will develop only in response to genuine local needs, but retain suburbs.'	Yes	As 93% of the respondents who expressed an opinion were in agreement with the Vision Statement, the Steering Group do not see any need for further refinement of the wording.	None		
219	Agree						
220	Don't know						
221	Agree						
222	Agree						
223	Agree	Development needs to include all areas of the village, not "add ons" in particular areas. If one area of the village is developed the next development needs to be in a different area to keep the character of the village, otherwise it will go against the proposed vision statement	Yes	Preferred sites which are viable, available and have the capacity to deliver the quantity of development set by the Local Plan will be identified through a structured process involving workshops and further consultation. The number of sites, their distribution, and housing mix will be determined through this process. Evidence which will be taken into account includes responses to Q15, Q16 and Q32 of the Questionnaire.	Workshop	NPSG	
224	Agree						
225	Agree						
226	Agree						
227	Agree						
228	Agree						
229	Agree						
230	Agree						
231	Agree						
232	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
233	Disagree	No need to develop fine as is	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
234	Agree						
235	Agree						
236	Agree						
237	Agree						
238	Agree						
239	Agree						
240	Agree						
241	Agree						
242	Agree	I agree it needs to develop & move with the times but also agree that it shouldn't lose its character	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
243	Agree						
244	Agree						
245							
246	Agree						
247	Agree	Small development much preferred	Yes	Preferred sites which are viable, available and have the capacity to deliver the quantity of development set by the Local Plan will be identified through a structured process involving workshops and further consultation. The number of sites, their distribution, and housing mix will be determined through this process. Evidence which will be taken into account includes responses to Q15, Q16 and Q32 of the Questionnaire.	Workshop	NPSG	
248	Agree						
249	Agree	I like this vision statement because it recognises that change can be positive but can still hold true to original value systems.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
250	Agree						
251	Agree						
252	Agree						
253	Don't know						
254	Agree						
255	Agree						
256	Agree						
257	Agree						
258	Agree						
259	Agree						
260	Agree						
261	Agree						
262	Agree						
263	Agree	The need to be distinctive from Market Town; the need to be a thriving village - ie changing & seeing continued employment opportunities	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
264	Agree						
265	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
266	Agree	I believe that we need to be a sustainable community which can provide homes for young families to keep the school and families that can live in the village to take up the village amenities to include activities for under 5's, young children 6- 13 years and teenagers with the mid-life activities moving to the senior members. A real cross section of community.	Yes	The National Planning Policy Framework defines the social role of sustainable development as "supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being"	None		
267	Agree						
268	Agree						
269	Agree						
270	Agree						
271	Don't know						
272	Agree						
273	Agree						
274	Agree	I strongly support the view that the village should retain its unique identity and not lost its natural boundaries	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
275	Agree						
276	Agree						
277	Agree						
278	Agree						
279	Agree	This sums up the ethos of the village. It CANNOT be achieved by adding large numbers of houses of whatever type.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
280	Agree						
281	Agree						
282	Agree						
283	Agree						
284	Disagree						
285							
286	Agree						
287	Agree						
288	Agree	There is no indication awon of what the plans are regarding amount/size of village expansion and now housing proposed.	Yes	The amount of development will be determined by the new Local Plan. In their public consultation document issued in late 2016, Hambleton proposed an allocation of 70 homes for the Parish. This amount of development is referenced in the Questionnaire.	None		
289							
290	Agree						
291	Agree						
292	Agree						
293	Agree						
294	Agree	Like whole statement, particularly the last sentence.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
295	Agree						
296	Agree						
297	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
298	Agree	No reference to communication to and from village - essential if it is to be viable.	Yes	As 93% of the respondents who expressed an opinion were in agreement with the Vision Statement, the Steering Group do not see any need for further refinement of the wording. The importance of communication is noted, and the use of Public Transport was investigated in Q25 and Q26. The Steering Group will request that the Parish Council take on the task of lobbying funders/providers to sustain and improve services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
299	Agree						
300	Agree						
301	Agree						
302	Agree	To retain character of village is vital	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
303	Agree						
304	Agree						
305	Agree						
306	Agree						
307	Agree						
308	Agree	Housing and other building development should be firmly restricted to maintain the village character within a rural environment.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
309	Agree	There should not be a 'strip' development - towards Stokesley or Crathorne for example.	Yes	Preferred sites which are viable, available and have the capacity to deliver the quantity of development set by the Local Plan will be identified through a structured process involving workshops and further consultation. The number of sites, their distribution, and housing mix will be determined through this process. Evidence which will be taken into account includes responses to Q15, Q16 and Q32 of the Questionnaire.	Workshop	NPSG	
310	Agree						
311	Agree						
312	Agree						
313	Agree						
314	Agree						
315	Agree						
316	Agree						
317	Agree						
318	Agree						
319	Agree						
320	Agree						
321	Agree						
322	Agree						
323	Agree						
324	Agree						
325	Agree						
326	Agree						
327	Agree						
328	Agree						
329	Agree						
330	Agree						
331	Agree	The statement perfectly describes how the village can evolve but retain its identity.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
332	Agree						
333	Agree						
334	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
335	Agree						
336		Insert 'and separate from nearest market towns and suburbs' after 'character' in the Vision Statement.	Yes	As 93% of the respondents who expressed an opinion were in agreement with the Vision Statement, the Steering Group do not see any need for further refinement of the wording.	None		
337	Agree						
338	Agree						
339	Agree						
340	Agree	Like the emphasis on community and village identity	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
341	Agree						
342	Agree						
343	Agree						
344	Agree						
345	Agree						
346	Agree						
347	Agree						
348	Agree						
349	Agree						
350	Agree						
351	Agree						
352	Agree						
353	Agree						
354	Agree						
355	Agree						
356	Agree	The only way to keep identity is to limit the amount of new development.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
357	Agree						
358	Agree						
359	Don't know						
360	Agree						
361	Agree						
362	Agree						
363	Agree						
364	Agree						
365	Agree						
366	Agree						
367	Agree						
368	Agree						
369	Agree	Any large scale development will automatically change the distinct character of the village	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
370	Agree						
371	Agree						
372	Agree						
373	Agree						
374	Agree						
375	Agree						

ID No	Opinion on Vision	Consultee Comment on Vision (Q3)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
376	Agree						
377	Agree						
378	Agree						
379	Disagree	Village lost its character a long time ago. More emphasis on community and support for ???	Yes	As 93% of the respondents who expressed an opinion were in agreement with the Vision Statement, the Steering Group do not see any need for further refinement of the wording. Note: The last word of the comment was illegible.			
380	Agree						
381	Agree						
382	Agree						
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know						
388							
389	Agree						
390	Don't know						
391	Agree						
392	Agree						
393	Agree						
394	Agree						
395	Agree						
396	Agree	We agree strongly, particularly with the last sentence of the statement	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		
397	Agree						
398	Disagree	After 'The Parish will develop ...' I would like to insert 'as local needs are identified' (Developers and probably government are bent on developing at all costs)	Yes	As 93% of the respondents who expressed an opinion were in agreement with the Vision Statement, the Steering Group do not see any need for further refinement of the wording.	None		
399	Agree						
400	Agree						
401	Agree	I totally agree that we must keep a village atmosphere and community.	Yes	Noted: 93% of those responding to Q3 agreed with the Vision Statement.	None		

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree						
4	Don't know						
5	Agree	small shops in the central area are very important to the character of the village	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
6	Agree	Grass cutting and weed clearing on paths and road edges could be better.	No	Grass cutting of some areas is a Parish Council responsibility, and a response has been requested from the RPC. The most effective way to address such issues is to raise them directly with RPC.	Refer	RPC	Grass cutting of road side verges and weed clearing on pavements, etc. is the responsibility of NYCC.
7	Agree						
8	Agree						
9	Agree						
10	Agree						
11	Agree						
12	Agree						
13	Agree	Small amount of local services would struggle to service the village if it were to grow in size and population number.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Refer	GP & School	
14	Agree						
15	Agree						
16	Agree						
17	Disagree						
18	Agree	Because we have a thriving village community and not a commuter dormer area, we have all of these facilities which support village life and give a strong identity to our village. We need to ensure that they are retained because people actually use them.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdressers), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
19	Agree						
20	Agree						
21	Don't know						
22	Agree						
23	Agree	The GP surgery is running near to capacity. Any significant increase in population will make it impossible for them to give a good service. Of course, in time, they can increase capacity but this will take time and probably necessitate a move. There will be a period of much reduced service..	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Refer	GP & School	
24	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
25	Agree	Location of proposed petrol station is too near residential dwellings	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see petrol pumps as an important service, and are aware that some residents continue to have concerns over safety and disruption. However, the decision cannot be changed through the Neighbourhood Plan.	None		
26	Agree						
27	Agree						
28	Agree	Village would benefit greatly from an artisan bakery. ~There is a broad need for 'useful' (daily use) shops such as a butcher and greengrocer. The Hub is good in principle, but would prefer it not to be located in a religious building. Could it somehow be moved to the current Spar premises?	Yes	The Steering Group note that a community of this size, located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Q4 shows that retail services are highly valued, and seems inconsistent with support for loss of retail space. The Steering Group suspect that the response to Q34 may represent a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required on retention and location of retail space. The Steering Group notes that Q4 shows the Cafe at the Hub is important to 84% of respondents, and Q7 indicates that the Hub is seen as important as a meeting space to 88% of respondents. Any such relocation of the facility would be a matter for the management of the Hub and the Spar.	Workshop	NPSG	
29	Agree						
30	Agree						
31	Agree						
32	Agree						
33	Agree						
34	Agree						
35	Agree						
36	Disagree	The location of the school causes severe congestion at drop off and pick up times. It is extremely fortunate that the careless driving (dashing to look for a parking space, ignoring give way, cutting corners) at the junction of Eden Park Road and Langbaugh Road has not resulted in accidents. At pick up time some drivers arrive early to get close and sit in their large SUV with the engine running causing unnecessary pollution. The situation can only get worse if the village expands.	Yes	Q22 indicates that parking at businesses and venues is an important issue for 86% of respondents, and school run congestion is important to 81% of respondents. However, the responses to Q23 indicates there is not a strong consensus favouring the use of management strategies such as parking restrictions, traffic free zones, or traffic calming. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity. The Steering Group will investigate whether there is any interest from the school/parents in participating in a workshop on this issue.	Refer	RPC	NP workshop to discuss more houses for young families to reduce the number of people driving into the village for the school.
37	Agree						
38	Agree						
39	Agree						
40	Disagree						
41	Agree						
42	Agree						
43	Agree						
44	Agree						
45	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
46	Agree	It would be good to see small community ventures supported through the Neighbourhood Plan, especially those providing opportunity / apprenticeships for young people.	Yes	The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Q4 shows that retail services are highly valued, and seems inconsistent with support for loss of retail space. The Steering Group suspect that the response to Q34 may represent a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required on this issue.	Workshop	NPSG	
47	Agree	I feel it is important to a village which can maintain services like the GP, PO ,school and a range of retail outlets in order to ensure we continue as a community	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
48	Agree						
49	Agree						
50	Agree						
51	Agree	Retaining and supporting current and new services is important in order to sustain a community feel to the parish	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
52	Agree						
53	Don't know						
54	Agree						
55	Disagree						
56	Agree						
57	Agree	Existing facilities need to be checked to ensure they can cope with extra people	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Refer	GP & School	
58	Agree	Parking issues around the hub	Yes	Q22 indicates that parking at businesses and venues is an important issue for 86% of respondents, and school run congestion is important to 81% of respondents. However, the responses to Q23 indicates there is not a strong consensus favouring the use of management strategies such as parking restrictions, traffic free zones, or traffic calming. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity.	Refer	RPC	No public land available for parking. If we had more houses for young families within walking distance of school, etc. this might reduce congestion. Recommend discussion at workshop. Parking issues around The Hub. The Parish Council has regular complaints about speeding. Parking on the roadside slows traffic down.

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
59	Agree	More specialised shops/services would be useful in the parish as long as people use them, we have lost greengrocers and butchers because of poor community use.	Yes	The Steering Group note that a village located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Q4 shows that retail services are highly valued, and seems inconsistent with support for loss of retail space. The Steering Group suspect that the response to Q34 may represent a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail spaces.	Workshop	NPSG	
60	Agree						
61	Agree						
62	Agree						
63	Agree						
64	Agree						
65	Agree						
66	Don't know	As the average age is going up public transport is insufficient to the needs.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
67	Agree						
68	Agree						
69	Agree						
70	Agree	I would prefer the village shop to be in the centre of the village	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan.	None		
71	Agree						
72	Agree						
73	Agree						
74	Agree						
75	Agree						
76	Agree						
77	Agree						
78	Agree						
79	Agree	School ,Post Office and Shop ensure basic facilities available and remains proper village	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
80	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
81	Agree	We need to retain sufficient local services such that the village does not become a none serviced dormitory town. A community without services tends to die.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
82	Agree	The village was better when there were three or four shops in the centre, it gave people a central point to meet and socialise.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
83	Agree	I opposed the relocation of the village shop to the outskirts of the village from the centre of the village.	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan.	None		
84	Agree						
85	Agree						
86	Agree						
87	Agree						
88	Agree						
89	Agree						
90	Agree	The school is at maximum capacity at present and parents dropping children off as close as they can by car is causing a threat to walking children's safety and huge disruption to local residents.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan. The responses to Q22 show significant levels of concern over parking at businesses (important to 86%), school run congestion (important to 82%) and parking in village centre (important to 81%). However, the responses to Q23 indicate mixed views on potential remedies such as traffic calming, traffic free zones or parking restrictions. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity. The Steering Group will investigate whether there is any interest from the school/parents in participating in a workshop on this issue.	Refer	GP & School	

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
91	Agree	The services described are existing ones - I would like to see opportunities in the future for small business start up that could provide additional services as well as bringing people into the village such as additional shops, craft outlets, support for IT etc.	Yes	The Steering Group note that a village located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail space.	Workshop	NPSG	
92	Agree						
93	Agree						
94	Agree						
95	Agree						
96	Agree						
97	Agree						
98	Agree	If sustainable, additional small retail/craft outlets of character would be beneficial to the community and it's identity and would enhance differentiation from other nearby towns and villages.	Yes	The Steering Group note that a village located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail space.	Workshop	NPSG	
99	Agree						
100	Agree						
101	Agree						
102	Agree	It would be good to retain a shop (e.g. a deli) on the Village Green after the Spar relocates. 0830 opening at Post Office is a big help to working people.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Alternative interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
103	Agree						
104	Don't know	I think we need all the services I have ticked as that makes our village	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdressers).	None		
105	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
106	Agree	All services are in Hutton Rudby, with the new SPAR at 1600metres, School at 1500metres, village hall plus all its facilities at 1500metres, the Hub at around 1100 metres and Post office at 1200metres from my home, which although walkable via two 1 in 7 steep banks for me, the vast majority of Rudby residents (around a 100 dwellings) drive causing pollution for residents who walk and parking issues, via a narrow pinch point next to the Bayhorse pub. I have not come up with a solution save installing a cable car across the Leven or replicating a very small SPAR offshoot in Rudby.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Alternative interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
107	Agree						
108	Agree	We are very fortunate in this village to have such thriving businesses and local organisations.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
109	Agree	We don't need facilities that replicate town services, we just need basic amenities - such as bread / milk etc. A decent bus service would be good.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
110	Agree						
111	Agree						
112	Agree	Need a better bus service to Yarm railway station and High St.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
113	Agree	Services should be concentrated in village heart not at furthest reaches of the boundaries of the village	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
114	Agree						
115	Agree						
116	Agree						
117	Agree						
118	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
119	Agree	The services I have marked as very important are all facilities that allow the village communities to come together across the whole demographic, no matter the size of the village.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
120	Agree						
121	Agree						
122	Agree						
123	Agree						
124	Agree	More bridleways, public footpaths	Yes	The response to Q6 shows that footpaths are important for 96% of respondents, and Q16 indicated that 85% of respondents see good footpath connection as an important site selection criteria, while Q24 shows that 23% of respondents rate connectivity as poor. Identification of potential additions to the network will be incorporated into a workshop. It is noted that the creation of any new footpaths would require the consent of landowners.	Workshop	NPSG	
125	Agree						
126	Agree						
127	Agree						
128							
129	Don't know						
130	Agree	Any developments must not over stretch resources such as GP, schools	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Refer	GP & School	
131	Agree						
132	Agree						
133	Agree						
134	Agree						
135	Agree						
136	Agree						
137	Agree						
138	Agree						
139	Agree						
140	Agree						
141	Agree						
142	Agree						
143	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
144	Agree	What I find awkward is transport to hospitals (Friarage and James Cook). Somewhere is needed for those who use The Hub to park their vehicles OFF the main road.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of transport services. Q22 indicates that parking at businesses and venues is an important issue for 86% of respondents, and school run congestion is important to 81% of respondents. However, the responses to Q23 indicates there is not a strong consensus favouring the use of management strategies such as parking restrictions, traffic free zones, or traffic calming. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored. No public land available for parking. If we had more houses for young families within walking distance of school, etc. this might reduce congestion. Recommend discussion at workshop. Parking issues around The Hub. The Parish Council has regular complaints about speeding. Parking on the roadside slows traffic down.
145	Agree						
146	Agree						
147	Agree						
148	Agree	Need more buses	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
149	Agree	Bus 1 coach service	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree	The need for more daily bus stopping in the village. There are many people who do not drive or are now too old to drive safely.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
155	Agree						
156	Agree						
157	Agree						
158	Agree	Repeat I would use the buses more but the cuts make it almost impossible. Gas would be good, we cannot take advantage of dual fuel and cheaper fuel costs.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services. As the comment does not specify the reason why gas is not available, the Parish Council will make contact to determine what assistance can be provided in obtaining a connection.	Refer	NPSG	
159	Agree						
160							
161	Don't know						
162		Better G.P. service	No	Concerns about quality of service should be directed to the GP	None		
163	Don't know						
164							

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
165	Agree	A better bus service is needed	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
166	Agree						
167	Agree	Newly arrived from continent	No	Noted	None		
168	Agree						
169	Agree						
170	Agree	I am very concerned about the Health and Safety aspects for the surrounding residents and infrastructure of the planned petrol station at the new Spar.	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan.	None		
171	Agree	A variety of activities in the village contribute to the happiness of the villagers.	No	The responses to Q6 and Q7 show strong support for the facilities which support activities. Most are rated as important by over 80% of respondents and some exceed 90%.	None		
172		Village greens and gutterings adjoining should be promptly and efficiently cleared of leaf fall in autumn.	No	Maintenance of the village green is a Parish Council responsibility. A response to this comment from RPC will be requested.	Refer	RPC	Leaves are cleared from the Village Green by Parish Councillors and volunteers and help is always welcome.
173	Agree						
174	Agree						
175	Agree						
176	Agree	The bus service has been ??	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
177	Agree						
178	Agree						
179							
180	Agree	Bus into Yarm as parking is diabolical	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
181	Agree						
182	Agree						
183	Agree						
184	Agree						
185	Agree						
186	Agree						
187	Agree						
188	Agree						
189	Agree	Improve the bus services to local towns and shopping outlets	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
190	Agree						
191	Disagree						
192	Agree						
193	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
194							
195	Agree						
196	Don't know						
197	Agree						
198	Agree						
199	Agree						
200	Agree						
201	Agree						
202	Agree	My comments/views are based on what I think is important for the village. Not on what suits me.	No	Noted	None		
203	Agree						
204	Agree						
205	Agree						
206	Agree						
207	Agree	We need the morning bus service into Stokesley reinstated. The 90 minute round trip was perfect for many.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
208	Agree						
209	Agree	Village Hall, Church House and and The Hub are all important community assets.	Yes	Q7 responses indicate that 96% see the Village Hall as important, and 88% see the Hub and Church House as important	None		
210	Agree	The village hall is a valuable asset	Yes	Q7 responses indicate that 96% see the Village Hall as important, and 88% see the Hub and Church House as important	None		
211	Agree						
212	Agree	N/A	No	Noted	None		
213	Agree						
214	Agree						
215	Agree						
216	Don't know						
217	Agree						
218	Disagree						
219	Agree						
220	Don't know						
221	Agree						
222	Agree						
223	Agree	As I have never used the hub or hairdressers I don't think it is fair to comment on it and maybe produce an inaccurate result.	No	Noted	None		
224	Agree	It is important that we retain a Village Shop, a Post Office and a GP surgery to ensure that an ageing population can be supported on a day to day basis without having to leave the village if they don't want to. Equally the provision of shop and Post Office are of great value to the rest of the residents again to avoid a minimum 5mile round trip to the next nearest facilities.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
225	Agree						
226	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
227	Agree	More retail outlets to keep people in the village.	Yes	The Steering Group note that a village, located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail space.	Workshop	NPSG	
228	Agree	Village shop should have stayed on the village green, ie the centre of the village	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan.	None		
229	Agree						
230	Agree	Local cafe's and restaurants should be encouraged	Yes	The Steering Group note that a village, located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail space.	Workshop	NPSG	
231	Agree						
232	Agree						
233	Disagree						
234	Agree						
235	Agree	They will become more difficult to access as the village grows.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Refer	GP & School	
236	Agree						
237	Agree						
238	Agree						
239	Agree						
240	Agree						
241	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
242	Agree	I think it is a shame that the spa shop is to move away from the village green as it will mean the green feels less like the heart of the village. I live opposite the Spa and so see all the socialising that happens around it. Given that it is moving I think it would be good to turn the site on the green into another shop selling fresh produce-meat, fruit & veg, bakery- which we lack in the village.	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan. The Steering Group note that a village, located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail space.	Workshop	NPSG	
243	Agree						
244	Agree						
245							
246	Agree	We should try to maintain services around the Village Green to keep a central focus to the Village.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
247	Agree						
248	Agree						
249	Agree	I recognise that some of these services are also important for sustaining and developing the village community, not just for the services they provide, but also for the opportunity for social interaction - especially for those who may find it difficult to travel independently.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
250	Agree						
251	Agree						
252	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
253	Don't know	A coffee shop	Yes	The Steering Group note that a village, located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required on this issue.	Workshop	NPSG	
254	Agree						
255	Agree						
256	Agree						
257	Agree						
258	Agree						
259	Agree						
260	Agree						
261	Agree						
262	Agree						
263	Agree	Additional services should be actively encouraged to serve aging population with provision of accommodation on start up terms possibly within existing public spaces.	Yes	The Steering Group note that a village located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail spaces.	Workshop	NPSG	
264	Agree						
265	Agree						
266	Agree	It would be great to see some business premises in the heart of the village. This could be rooms for rent to offer Consulting Rooms, small business spaces, perhaps another shop to compliment and not compete with the SPAR gricers,	Yes	The Steering Group note that a village located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail spaces.	Workshop	NPSG	
267	Agree						
268	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
269	Agree						
270	Agree						
271	Don't know						
272	Agree	A coffee shop/tea room independent of the church would be good	Yes	The Steering Group note that a village located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail spaces.	Workshop	NPSG	
273	Agree	Dislike Hub because of the problem of parking!		Q22 indicates that parking at businesses and venues is an important issue for 86% of respondents, and school run congestion is important to 81% of respondents. However, the responses to Q23 indicates there is not a strong consensus favouring the use of management strategies such as parking restrictions, traffic free zones, or traffic calming. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity.			
274	Agree						
275	Agree						
276	Agree						
277	Agree						
278	Agree						
279	Agree	These are the things that make it a village - not just a collection of houses. Too much further expansion will turn H.R. into a town.	Yes	The amount of development will be set by Hambleton's new Local Plan which proposes to allocate 70 new homes for the Parish over the period 2018 to 2035. The role of the Neighbourhood Plan is through consultation to determine what form that development should take and where it should be located.	None		
280	Agree						
281	Agree						
282	Agree						
283	Agree						
284	Disagree						
285		We need a bus service	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	NPSG	
286	Agree						
287	Agree						
288	Agree						
289							
290	Agree	Bus route to Yarm should be reinstated. More frequent buses in general.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	NPSG	

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
291	Agree						
292	Agree						
293	Agree						
294	Agree	The Hub should be relocated in the Village Hall - the same facilities but with ample parking.	No	The results of the questionnaire indicate that both the Hub and Village Hall are seen as important in their own right. Q7 shows that as a meeting space the Hub is rated as important by 88% of respondents and the Village Hall by 96% of respondents. Any relocation of services or activities are a matter for the management of the respective organisations.	None		
295	Agree						
296	Agree						
297	Agree						
298	Agree	Lack of transport. Parking adj. village hall, Church House, Chapel - all needed.	Yes	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services. Q22 indicates that parking at businesses and venues is an important issue for 86% of respondents, and school run congestion is important to 81% of respondents. However, the responses to Q23 indicates there is not a strong consensus favouring the use of management strategies such as parking restrictions, traffic free zones, or traffic calming. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored. The only Parish Council land in the middle of the Village where parking is required is the Village Green and parking is not permitted.
299	Agree						
300	Agree						
301	Agree						
302	Agree	Support should be given to service providers where possible - whether volunteers or businesses.	No	Noted	None		
303	Agree						
304	Agree						
305	Agree						
306	Agree						
307	Agree						
308	Agree	GP surgery, supermarket & Post Office MUST be retained and also a few more retail and transport services would be beneficial.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space. Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Workshop	NPSG	
309	Agree	Worry that SPAR market is soon to move to the village boundary - leaving the centre of the village somewhat empty of shops.	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan.	None		

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
310	Agree	A regular bus service should be reinstated	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
311	Agree						
312	Agree						
313	Agree	Tennis club, Bowls, Village Hall - all clubs v. important	No	Q6 indicates that the Tennis Club was important for 84% of respondents, and Bowls for 83%. Q7 indicates that the Village Hall was important for 96% of respondents.	None		
314	Agree						
315	Agree						
316	Agree						
317	Agree						
318	Agree						
319	Agree						
320	Agree						
321	Agree						
322	Agree	Keep services to 'normal' opening times not be allowed to creep to 24 hour opening.	No	Business hours of operation are dealt with in planning applications. The Parish Council will be made aware of this comment.	Refer	RPC	Noted
323	Agree						
324	Agree						
325	Agree	The proposed petrol station next to the new Spar shop is not in my opinion needed. There is one in Yarm, Stokesley and the A19 southbound. This will only add to more disturbance and extra traffic to nearby residents and to the village as a whole.	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan.	None		
326	Agree						
327	Agree	Independent quality coffee shop/cafe.	Yes	The Steering Group note that a village located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail spaces.	Workshop	NPSG	
328	Agree						
329	Agree						
330	Agree						
331	Agree						
332	Agree						
333	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
334	Agree	Off street parking is becoming an increasing issue due to increase in number of vehicles	Yes	Q22 indicates that parking at businesses and venues is an important issue for 86% of respondents, and school run congestion is important to 81% of respondents. However, the responses to Q23 indicates there is not a strong consensus favouring the use of management strategies such as parking restrictions, traffic free zones, or traffic calming. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity.	Refer	RPC	The only Parish Council land in the middle of the Village where parking is required is the Village Green and parking is not permitted.
335	Agree						
336							
337	Agree						
338	Agree						
339	Agree						
340	Agree						
341	Agree	Greater police/security presence	No	The Steering Group will refer this to the Parish Council who are the most appropriate body to make such a request, and to decide whether it is appropriate to do so. A report on local crime is provided to each Parish Council meeting.	Refer	RPC	The Parish Council receives monthly crime statistics which show there is a low crime rate in our area
342	Agree						
343	Agree						
344	Agree						
345	Agree						
346	Agree						
347	Agree						
348	Agree						
349	Agree						
350	Agree						
351	Agree						
352	Agree						
353	Agree	A lack of public transport is a major drawback for the village.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
354	Agree						
355	Agree						
356	Agree						
357	Agree						
358	Agree						
359	Don't know	Yes. More buses through village.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
360	Agree						
361	Agree						
362	Agree						
363	Agree						
364	Agree						
365	Agree						
366	Agree						
367	Agree						
368	Agree						
369	Agree						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
370	Agree	Local services help make village community in itself rather than satellite of nearby market towns.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
371	Agree	We need to retain adequate local services to prevent the village becoming a housing estate.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
372	Agree						
373	Agree						
374	Agree						
375	Agree	Village has a good range but relocation away from the centre will have impact on car use and parking. The centre will become less significant.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
376	Agree						
377	Agree						
378	Agree						
379	Disagree						
380	Agree						
381	Agree						
382	Agree						
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know						
388							
389	Agree						
390	Don't know						

ID No	Opinion on Vision	Consultee Comment on Services (Q4)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
391	Agree	More local shops would be good e.g. a farm shop or greengrocers. Also access to banks or building societies in the village.	Yes	The Steering Group note that a village, located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail space. The Steering Group note that banking industry continues to reduce branch networks with further closures in nearby market towns announced recently.	Workshop	NPSG	
392	Agree						
393	Agree	Local services should be in the centre of the village catering for all.	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
394	Agree						
395	Agree						
396	Agree						
397	Agree						
398	Disagree	A pity the village shop is moving away from the centre of the village.	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan.	None		
399	Agree						
400	Agree						
401	Agree						

Q10 Leisure

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree						
4	Don't know						
5	Agree						
6	Agree						
7	Agree						
8	Agree	More advertising as to what is available.	No	Information on events and activities within the Parish is publicised in a number of ways including Parish noticeboards, Village Hall and Parish Council websites, church monthly newsletter etc. The Steering Group will forward this comment to the Parish Council, and ask them to consider enhancing the Parish Council Website to support an online version of the "Village Directory".	Refer	RPC	The Parish Council has a facebook page and a website rudbyparishcouncil.org.uk to publicise events. It also includes links to other organisations
9	Agree						
10	Agree						
11	Agree						
12	Agree						
13	Agree						
14	Agree						
15	Agree						
16	Agree						
17	Disagree						
18	Agree	WE have excellent facilities which are used and proactive groups who are always looking to see what can be improved/introduced.	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor.	None		
19	Agree	I would like to see more provision of recreation activities in the village especially as the village is due to expand in the next few years	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor. Q20 shows that 88% consider provision of green space within developments as important - this could take the form of recreational space such as childrens play areas.	None		
20	Agree						
21	Don't know						
22	Agree						
23	Agree						
24	Agree						
25	Agree						
26	Agree						
27	Agree						
28	Agree						
29	Agree						
30	Agree						
31	Agree						
32	Agree						
33	Agree						
34	Agree						
35	Agree	There used to be a range of classes available, evening and day. i.e' painting, language classes, etc. I am not aware that this facility exists today.	No	Some classes are still available. The Steering Group will forward this comment to the Parish Council, and ask them to consider enhancing the Parish Council Website to support an online version of the "Village Directory".	Refer	RPC	The Parish Council has a facebook page and a website rudbyparishcouncil.org.uk to publicise events. It also includes links to other organisations
36	Disagree						
37	Agree						
38	Agree						
39	Agree	Leisure activities for teenagers in the middle of the village would be lovely - seats and a lit meeting place out of the rain eg gazebo under a tree?	No	The Parish Council are responsible maintenance and management of the Green. It is understood that RPC discussed installing some sort of shelter on the Green which could act as an informal meeting space for teenagers. The Steering Group will request an update from RPC on this suggestion.	Refer	RPC	RPC looking into providing a sympathetic shelter on the green.
40	Disagree						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
41	Agree						
42	Agree	We need to encourage a younger age group to the village. It is becoming an OAP haven through lack of affordable housing & services	Yes	Q12 shows that with 75% support Affordable Housing to own/part own is the most favoured tenure, while Q13 showed that Community Led and Housing Associations were the most favoured type of developments.	Workshop	NPSG	
43	Agree						
44	Agree						
45	Agree						
46	Agree						
47	Agree	There is a reasonable provision of activities in the village although these are not always well supported. It is difficult everywhere to provide any activities in which teenagers are interested There are activities in the wider area but these are dependant on those who are able to drive.	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor.	None		
48	Agree						
49	Agree						
50	Agree	Good range of sports clubs and facilities. Teenagers have few places to meet in the village.	No	The Parish Council are responsible maintenance and management of the Green. It is understood that RPC have considered installing a shelter on the Green which could act as an informal meeting space for teenagers. The Steering Group will request an update from RPC on this initiative.	Refer	RPC	RPC looking into providing a sympathetic shelter on the green.
51	Agree						
52	Agree						
53	Don't know						
54	Agree						
55	Disagree	Hutton Rudby is very well provided for in terms of community facilities	No	Q8 shows that 92% rate the quality and range of meeting places as good.	None		
56	Agree						
57	Agree	The existing facilities are pretty good	No	Q8 shows that 92% rate the quality and range of meeting places as good.	None		
58	Agree						
59	Agree	The range of groups for teenagers have been historically poor, guides and scouts were available in the village although Swainby still run due to lack of voluntary commitment which is a shame. Youth groups/outdoors facilities would be beneficial in the parish.	No	Q9 showed that 29% thought that facilities and activities for teenagers were poor, and only 16% thought they were good. It is understood that RPC have considered installing a shelter on the Green which could act as an informal meeting space for teenagers. The Steering Group will request an update from RPC on this initiative.	Refer	RPC	RPC looking into providing a sympathetic shelter on the green.
60	Agree	The Parish has an exceptional range of clubs, activities and meeting halls and is the envy of many other villages. What we do need to be considered in future developments are footpaths and cycle paths eg no easy route from Langbaugh/Linden to the new Spar so people will use their car.	Yes	Q6 shows that 96% rated footpaths as important, and 76% rated cycle paths/routes as important, while the response to Q24 showed that 23% rated connectivity as poor. Opportunities to improve connectivity could be included as a criteria within the site selection process.	Workshop	NPSG	
61	Agree						
62	Agree						
63	Agree	There is a wide range of activities available to children and teenagers but very few seem to participate (in clubs etc) so something is missing. Did we have more dances etc at the village hall years ago or is that rose-coloured spectacles?	No	Q9 shows that 63% of respondents rated facilities and activities for children as good by 63%, but only 16% rated them as good for teenagers. The Village Hall regularly hosts events of various sorts. The comment will be forwarded to the Friends of the Village Hall for their consideration.	Refer	FVH	
64	Agree						
65	Agree	I think it would be a great idea to have a youth club for teenagers	No	It is understood that the Hub trialled an "after school club". Feedback will be requested from the Hub on why it was discontinued. Setting up a youth club is outwith the scope of a Neighbourhood Plan	Refer	Hub	
66	Don't know						
67	Agree						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
68	Agree	Additional/extended sports facilities, especially for adverse weather and dark evenings would be of huge improvement. A roof on the tennis club and land/areas around extended for other use, football, cricket pitch etc would focus the recreational area to one place and possibly free up current land for other uses.	Yes	A common sports facility of the sort described would be an ambitious project requiring substantial funding, and the agreement / co-operation of a large number of parties. The Steering Group will make some enquires to see if there is any interest from the relevant parties.	Get Data	NPSG	
69	Agree						
70	Agree						
71	Agree						
72	Agree						
73	Agree						
74	Agree						
75	Agree						
76	Agree						
77	Agree						
78	Agree	Better access to footpaths for push chairs, wheelchairs, etc	Yes	Q6 shows that 96% rated footpaths as important, and 76% rated cycle paths/routes as important, while the response to Q24 showed that 23% rated connectivity as poor. Q24 also showed that 36% gave a poor rating for use by pedestrians with pushchairs, and 46% gave a poor rating use by wheelchairs. This comment will be forwarded to the Parish Council	Refer	RPC	Any future developments need to incorporate footpaths that are wheelchair and pushchair friendly to improve the connectivity of the village.
79	Agree	We are fortunate to have a good mix of community facilities that seem to be quite well supported.	No	Q8 shows that 92% rate the quality and range of meeting places as good.	None		
80	Agree						
81	Agree	I have often wondered if the 3 or 4 meeting facilities are used efficiently or is there overlap which requires cooperation to resolve & thus create more opportunities	No	Existing facilities are owned/managed by the Church, Chapel, and the Village Hall committee and each is supported. The response to Q7 shows each is valued in its own right by between 88 and 96% of respondents. Collectively these support a diverse range of activities and user groups. Unless the viability of one of the venues becomes threatened, there is no obvious motivation for consolidation.	None		
82	Agree						
83	Agree						
84	Agree						
85	Agree						
86	Agree						
87	Agree						
88	Agree						
89	Agree						
90	Agree						
91	Agree						
92	Agree						
93	Agree						
94	Agree						
95	Agree						
96	Agree	I think there are some good things, for example Rural Arts productions, and some leisure interests are very well catered for with excellent facilities. However, I think the range of activities could be broadened out, we could make wider use of the village hall, and also have more things to bring the whole community together. It is a big village and people tend to know primarily those that are involved in the same activity or church, or have children at school together. The success of the Hub has demonstrated the need for a good quality community space that people can access throughout the week.	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor. The Parish Council organise a number of community regular events including "The Village Event", Fireworks, and Christmas Tree Lighting, and one-off events such as the Beacon Lighting for the Queen's diamond Jubilee. This comment will be forwarded to the Village Hall Committee and Parish Council	Refer	VHC	
97	Agree						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
98	Agree	Incorporation of low cost outdoor facilities such as childrens play areas, seating in open areas should be essential elements to be incorporated into new site plans.	Yes	The Questionnaire shows evidence of support for these sort of facilities. Q6 shows that 91% view children's play areas as important for leisure and recreation, while Q20 shows that 88% view the provision of green space within new development is important.	Workshop	NPSG	
99	Agree						
100	Agree						
101	Agree						
102	Agree	Difficult for (younger) teenagers to get to Stokesley and Yarm without parental support. Anticipate making more use of facilities in future (retirement).	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of transport services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
103	Agree						
104	Don't know	The Hub has made such a difference to the village, these are places are so important to the village	No	Q7 shows that 88% of respondents view the Hub as an important facility to support social, leisure and recreation activities.	None		
105	Agree						
106	Agree						
107	Agree	Many people enjoy walking, many residents own dogs. It is important to ensure green space, open fields and footpaths are conserved	Yes	Q6 shows that 96% think footpaths are important for leisure and recreation. Q20 shows that 88% think that provision of green space within developments is important, and Q32 shows 93% think impact on Green Spaces/Green Corridors is important. The Settlement Character Assessment will be used to gather and record information about the most valued features.	Workshop	NPSG	
108	Agree	I am just grateful to the number of volunteers that give unstintingly of their time.	No	Noted	None		
109	Agree	For a small village very good. However not many activities suitable for working adults, most activities / classes etc are during the working day.	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor. Some evening activities are held in the Village Hall and Hub. The Steering Group will ask the Parish Council to consider enhancing the Parish Council Website to support an online version of the "Village Directory" so it is easier to find out what is available.	Refer	RPC	The Parish Council has a facebook page and a website rudbyparishcouncil.org.uk to publicise events. It also includes links to other organisations
110	Agree						
111	Agree						
112	Agree						
113	Agree						
114	Agree						
115	Agree						
116	Agree						
117	Agree						
118	Agree						
119	Agree	Please note that these answers are in regard of Hutton Rudby parish only and not the remainder of the parish council area. We have only recently been able to move back into Hutton Rudby hence why we havent participated in any activities as yet.	No	Noted	None		
120	Agree						
121	Agree	Something for Teenagers in the evenings would be good.	No	It is understood that the Hub trialled an "after school club". Feedback will be requested from the Hub on why it was discontinued. Setting up activities for teenagers is outside the scope of a Neighbourhood Plan.	Refer	Hub	
122	Agree						
123	Agree						
124	Agree						
125	Agree						
126	Agree						
127	Agree						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
128		Could be more classes at village hall and other venues for all age groups.	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor. Some evening activities are held in the Village Hall and Hub. The Steering Group will forward this suggestion to the Village Hall Committee, and also ask the Parish Council to consider enhancing the Parish Council Website to support an online version of the "Village Directory" so it is easier to find out what is available.	Refer	VHC	
129	Don't know						
130	Agree						
131	Agree						
132	Agree						
133	Agree						
134	Agree						
135	Agree						
136	Agree						
137	Agree						
138	Agree						
139	Agree						
140	Agree						
141	Agree						
142	Agree						
143	Agree	Have clubs such as tennis where people on their own can go meet others	No	The Steering Group will ask the Parish Council to consider enhancing the Parish Council Website to support an online version of the "Village Directory" so it is easier to find out what is available.	Refer	RPC	The Parish Council has a facebook page and a website rudybyparishcouncil.org.uk to publicise events. It also includes links to other organisations
144	Agree						
145	Agree						
146	Agree	I think there is a good range of activities but I suspect teenagers would not agree	No	Q9 shows that 76% think that facilities and activities for the whole community are good, but only 16% think that they are good for teenagers.	None		
147	Agree						
148	Agree						
149	Agree	Rely on volunteers a lot	No	Noted	None		
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree	It would be good if more able persons come forward to help run the many activities in the village.	No	Noted	None		
155	Agree						
156	Agree						
157	Agree						
158	Agree	We could do with some better maintenance and signings on footpaths and more instatement where poss. of circular routes telling the mileage and a new book of footpaths printed. Encourage walkers who will use the Hub and Pubs and a public car park. Desperate for night lighting on link path between Deepdale and North Rd. Other path has lights but often flooded.	Yes	Q6 shows that footpaths are seen as important leisure and recreation facilities by 96% of respondents. The comments on maintenance will be brought to the attention of the Parish Council, who lobby NYCC and landowners to discharge their responsibilities. The Parish Council will also be asked to raise the lighting issue with Hambleton/NYCC. The Steering Group will also ask the Parish Council to identify any public land that could be used to improve car parking. Q22 shows that parking at venue, in the village centre, on the green and pavements, and school run congestion are important issues for over 80% of respondents. Funding would be required to cover printing costs for a book of footpaths. The suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council do not consider it appropriate to spend part of the precept on printing a book of footpaths. The District Council are responsible for street lighting but are unlikely to have funds for this section of path for the foreseeable future.
159	Agree						
160							
161	Don't know						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
162		Group exercise for the over 70s. I cannot manage what is on offer, Zumba, etc, etc.	No	The suggestion will be passed to the Village Hall Committee	Refer	VHC	
163	Don't know						
164							
165	Agree	Footpath from Church to Rudby is in a poor state in places	No	Q6 shows 96% of respondents considered footpaths important. The comment will be forwarded to the Parish Council for attention/escalation to NYCC	Refer	RPC	Noted
166	Agree						
167	Agree	Not resident in village to as yet make a positive comment	No	Noted	None		
168	Agree						
169	Agree						
170	Agree						
171	Agree	Good walking groups. Good and varied activities at the village hall, Church House and 'The Hub' (Chapel)	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor.	None		
172							
173	Agree						
174	Agree	Bring back the Snooker Hall in Village Hall for teenagers and over 75s men.	No	The suggestion will be forwarded to the Village Hall Committee for consideration.	Refer	VHC	
175	Agree	Ensuring the car parking availability meets the demands of the venues/activities - difficult otherwise for resident parking around Northside.	Yes	Q22 indicates that parking at businesses and venues is an important issue for 86% of respondents. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity.	Refer	RPC	The only Parish Council land in the middle of the Village where parking is required is the Village Green and parking is not permitted.
176	Agree						
177	Agree						
178	Agree						
179							
180	Agree						
181	Agree						
182	Agree						
183	Agree						
184	Agree						
185	Agree						
186	Agree						
187	Agree						
188	Agree						
189	Agree						
190	Agree						
191	Disagree						
192	Agree	Shame that there is no youth club in village hall. Used to be one.	No	It is understood that the Hub trialed an "after school club". Feedback will be requested from the Hub on why it was discontinued. Setting up a youth club is outwith the scope of a Neighbourhood Plan.	Refer	Hub	
193	Agree						
194							
195	Agree						
196	Don't know						
197	Agree						
198	Agree						
199	Agree						
200	Agree						
201	Agree						
202	Agree						
203	Agree						
204	Agree						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
205	Agree	Leisure and recreation facilities are very good and with plenty of variety for everyone.	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor.	None		
206	Agree						
207	Agree	I think the balance is right.	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor.	None		
208	Agree						
209	Agree						
210	Agree						
211	Agree						
212	Agree	N/A	No	Noted	None		
213	Agree						
214	Agree						
215	Agree						
216	Don't know						
217	Agree						
218	Disagree	I do not think that teenagers are excluded from any activity if they wish to participate - this may be the problem, i.e. teenagers are reluctant to take part and they may not be wholeheartedly welcome.	No	Noted	None		
219	Agree						
220	Don't know						
221	Agree						
222	Agree						
223	Agree	As I do not use any of the leisure and recreation facilities in the Parish I have based my answers on information that is available in the village, i.e. flyers or posters on notice boards.	No	Noted	None		
224	Agree	We are very fortunate in having a village with such a wide range of activities on our doorstep using first rate facilities such as the Tennis & Bows plus Cricket clubs. The refurbished Village Hall and the events offered by the Friends are proving to be very popular and add to the range of activities for all	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor.	None		
225	Agree						
226	Agree						
227	Agree						
228	Agree						
229	Agree						
230	Agree						
231	Agree						
232	Agree						
233	Disagree						
234	Agree						
235	Agree						
236	Agree						
237	Agree	Some consideration to Visitor parking would benefit the village considerably	Yes	Q22 indicates that parking at businesses and venues is an important issue for 86% of respondents. The Steering Group will make enquiries of the Parish Council to establish whether there is any public land under their control which could be used to provide additional parking capacity.	Refer	RPC	The only Parish Council land in the middle of the Village where parking is required is the Village Green and parking is not permitted.
238	Agree						
239	Agree						
240	Agree						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
241	Agree	The recreation area should be retained for the benefit of the young in the village as a play area.	No	Noted	None		
242	Agree						
243	Agree						
244	Agree						
245							
246	Agree						
247	Agree						
248	Agree	It would be nice to have a real hub created around the sporting and Leisure facilities, I could imagine the Cricket Club relocated in the fields behind the Tennis Club and a Leisure Club facility where people could get a drink, something to eat and watch major sporting events on a big screen; more parking would be needed for something like this to be created.	Yes	A common sports facility of the sort described would be an ambitious project requiring substantial funding, and the agreement / co-operation of a large number of parties. The Steering Group will make some enquires to see if there is any interest from the relevant parties. However, it is noted that if such a facility were to be developed, it could have an adverse impact on the viability of the village pubs which Q7 shows are rated as important by 92% of respondents.	Get Data	NPSG	
249	Agree	I think it would be valuable if we had a young person's forum in an attempt to capture the voice of our teenager's in the village as I feel their needs are relatively under represented. Hopefully this questionnaire will capture some of their ideas, though this is a "one-off". A mechanism which is more systematic might help the community cater more fully for their changing needs on an on-going basis. I'm sure we have a rich source of expertise in our village, so it would be great to tap into the Careers, Advice, Enterprise, Information and Advice agenda as part of this process.	No	This is out of scope for the Neighbourhood Plan, and is not compatible with the "project team" nature of the Steering Group. This would need to be taken on by a body who could sustain a forum on a continuing basis. This suggestion will be forwarded to the Parish Council for their consideration.	Refer	RPC	Hambleton District Council does try to cater for this need.
250	Agree						
251	Agree						
252	Agree						
253	Don't know	More for younger people to do	No	It is understood that the Hub trialled an "after school club". Feedback will be requested from the Hub on why it was discontinued. Setting up activities for younger people is outwith the scope of a Neighbourhood Plan.	Refer	Hub	
254	Agree						
255	Agree						
256	Agree						
257	Agree	A small clubhouse on the recreation ground (Station Road) run by volunteers might be appreciated.	No	The original planning permission was obtained on the basis that this would be "... a casual public informal recreation space. We do not intend it to be used for formal sports matches ...". Clubhouses tend to be associated with more formally organised activities. A view will be sought from the Parish Council who control the recreation area.	Refer	RPC	The area is for informal use, RPC do not consider this to be appropriate.
258	Agree						
259	Agree						
260	Agree						
261	Agree						
262	Agree						
263	Agree						
264	Agree						
265	Agree						
266	Agree						
267	Agree						
268	Agree						
269	Agree						
270	Agree						
271	Don't know						
272	Agree						
273	Agree						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
274	Agree						
275	Agree						
276	Agree						
277	Agree						
278	Agree						
279	Agree						
280	Agree	Lack of outdoor facilities WITHIN THE CENTRE OF THE VILLAGE for younger children.	No	Q6 shows that 91% view children's play areas as important for leisure and recreation. It is noted that the play area at the rear of the Village Hall is in a reasonably central location, but the Parish Council will be asked to comment on the suitability of the Village Green which they control, and whether there are any other potential locations.	Refer	RPC	The village green in the centre of the village is for the use of the residents. There is a play area and sports area close by. The centre of the village is a high traffic area, and is deemed too dangerous for a play area.
281	Agree	Only moved in 1 month ago so haven't used facilities - really think pathways from Drumrauch Hall need laying	Yes	Q6 showed that 96% of respondents considered footpaths to be important. It is understood that RPC have previously explored the feasibility of provision of a footpath to Drumrach Hall. Feedback will be requested from RPC.	Refer	RPC	The Parish Council has asked Highways about this and it is on their list but has not much chance due to funding cuts. If any development is built in this area a footpath could be made a condition of the planning consent.
282	Agree						
283	Agree						
284	Disagree						
285							
286	Agree						
287	Agree						
288	Agree						
289							
290	Agree						
291	Agree						
292	Agree						
293	Agree	More activities for teenagers	No	It is understood that the Hub trialled an "after school club". Feedback will be requested from the Hub on why it was discontinued. Setting up activities for teenagers is outwith the scope of a Neighbourhood Plan.	Refer	Hub	
294	Agree	A frequent bus service would allow teenagers etc to go into Stokesley, Yarm, Northallerton and M/bro where there are a wide range of leisure activities.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of transport services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
295	Agree						
296	Agree						
297	Agree						
298	Agree	More adult education facilities needed	No	The Steering Group will ask the Parish Council to make enquires with Hambleton whether this is feasible.	Refer	RPC	This should be forwarded to Hambleton District Council.
299	Agree						
300	Agree						
301	Agree						
302	Agree	I think perhaps people are not aware of the full range of things available. Upgrade village directory or produce alternative.	No	Information on events and activities within the Parish is publicised in a number of ways including Parish noticeboards, Village Hall and Parish Council websites, church monthly newsletter etc. The Steering Group will forward this comment to the Parish Council, and ask them to consider enhancing the Parish Council Website to support an online version of the "village directory".	Refer	RPC	The Parish Council has a facebook page and a website rudbyparishcouncil.org.uk to publicise events. It also includes links to other organisations
303	Agree						
304	Agree						
305	Agree						
306	Agree						
307	Agree						
308	Agree	Deter cycle groups from holding events that go through H.Rudby, especially on Sundays as they are a road safety hazard.	No	This will be brought to the attention of the Parish Council, but lawful use cannot be prevented.	Refer	RPC	An active life style is encouraged. Cycling is a healthy activity and cyclists use the facilities in the Village.

Q10 Leisure

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
309	Agree	Must improve/maintain footpaths.	No	Q6 shows 96% of respondents considered footpaths important. The comment will be forwarded to the Parish Council.	Refer	RPC	Noted
310	Agree	The village event and November 5th fireworks display are important events to include the whole parish.	No	Noted	None		
311	Agree						
312	Agree						
313	Agree	Good	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor.	None		
314	Agree						
315	Agree						
316	Agree	Would like to see the following: bowls court/petanque, cycle route to Stokesley, better and linked footpaths, outdoor volleyball net/court.	Yes	The Parish Council has responsibility for the Green, and the recreation area. If there is sufficient evidence of interest, they may be willing to equipment for other activities. The suggestion for petanque and volleyball will be forwarded for their consideration. Q27 shows 60% support the introduction of cycle lanes where practical. Q6 shows 96% rate footpaths as an important leisure and recreation facility, while Q24 shows 23% view connectivity as poor.	Refer	RPC	There are a lot of facilities in the village which the Parish Council support.
317	Agree						
318	Agree						
319	Agree						
320	Agree						
321	Agree						
322	Agree						
323	Agree						
324	Agree	Lots available for those interested.	No	Q9 shows that 76% rate the facilities and activities available in the Parish for the whole community as good, and only 2% rate them as poor.	None		
325	Agree	There used to be local walking trail maps available at the Post Office. Now they seem to not be obtainable any more. Could these be made available again?	No	Funding to cover printing costs would be required. This will suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council do not consider it appropriate to spend part of the precept on printing a book of footpaths.
326	Agree						
327	Agree						
328	Agree						
329	Agree						
330	Agree						
331	Agree	More items at the playground would improve	No	Q6 shows that the Children's Play Areas were considered important by 91% of the respondents. The Parish Council have responsibility for the play areas, and they will be asked for a response to this suggestion	Refer	RPC	The Parish Council is working with the Village Hall Management Committee to improve the facilities.
332	Agree						
333	Agree						
334	Agree						
335	Agree						
336							
337	Agree						
338	Agree						
339	Agree						
340	Agree						
341	Agree	Could do with a few more open areas with children's swings, as only a few not within easy access and having to cross busy road e.g. leisure/cycle BMX track on Station Lane.	Yes	Q20 shows that 88% view provision of green space with development as important. Such spaces could potentially be delivered in the form of children's play areas.	Workshop	NPSG	
342	Agree						
343	Agree	Cricket, football, tennis, BMX track good facilities for teenagers. This age group have not responded well to offers of organised indoor activities.	No	Noted	None		
344	Agree						

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
345	Agree						
346	Agree						
347	Agree						
348	Agree						
349	Agree						
350	Agree	A lot of activities for adults seem to be day-time - no good if you're working! Hub opening hours - day-time - same.	No	The Hub is run by volunteers, so extending operating hours is subject to finding sufficient volunteers willing to do so. The Steering Group will ask the Hub management for their view of extending hours of operation.	Refer	Hub	
351	Agree						
352	Agree						
353	Agree	re Q6 Cycle pathways should be separated from other road users. This way more people would use them, not just those who aspire to 'Tour de Yorkshire'!!	Yes	Q6 shows cycle paths/routes were important facilities for 76%, and Q27 shows 60% would support dedicated cycle routes or lanes where practical.	Workshop	NPSG	
354	Agree						
355	Agree						
356	Agree	As there are nearby towns with facilities, I do not think more are needed	No	Noted	None		
357	Agree						
358	Agree						
359	Don't know						
360	Agree						
361	Agree						
362	Agree						
363	Agree						
364	Agree						
365	Agree	Little facilities for teenagers	No	It is understood that RPC discussed installing some sort of shelter on the Green which could act as an informal meeting space for teenagers. The Steering Group will request an update from RPC on this suggestion.	Refer	RPC	RPC looking into providing a sympathetic shelter on the green.
366	Agree						
367	Agree						
368	Agree						
369	Agree						
370	Agree						
371	Agree						
372	Agree						
373	Agree						
374	Agree						
375	Agree	Current sports field is located on the edge of the village. This reduces access for many children.	Yes	It is understood that no suitable alternative sites were available when the recreation area was established. A response from the Parish Council will be sought.	Refer	RPC	No other suitable sites were available and considerable effort went into providing this area. Very fortunate to have such a facility.
376	Agree						
377	Agree						
378	Agree	Very good for O.A.Ps	No	Q9 shows 61% of respondents considered facilities for over 75s as good, and only 4% think they are poor.	None		
379	Disagree						
380	Agree						
381	Agree						
382	Agree						
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know						
388							

ID No	Opinion on Vision	Consultee Comment on Recreation & Leisure (Q10)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
389	Agree						
390	Don't know						
391	Agree						
392	Agree	There should be a bigger play area for children	Yes	Part of site S/0173/003 lies immediately to the South of the play area at the rear of the village hall, so there may be an opportunity to obtain land for an extension if funding can be found. The view of the Parish Council will be sought.	Refer	RPC	The Parish Council is working with the Village Hall Management Committee to improve the facilities.
393	Agree						
394	Agree						
395	Agree						
396	Agree						
397	Agree						
398	Disagree	Teenagers seem to be a problem in most communities, often when facilities are provided they are not supported (e.g. Scouts seem to leave at 13 or so)	No	Noted	None		
399	Agree						
400	Agree						
401	Agree						

Funding to cover printing costs would be required. This will suggestion will be forwarded to the Parish Council for consideration.

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree						
4	Don't know						
5	Agree						
6	Agree						
7	Agree	I would favour 1-2 bed blocks of flats, situated centrally, exclusively for elderly long term residents of the parish or adjacent villages who need to downsize into a home with neighbours who will afford companionship and security in their old age.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
8	Agree	What is meant by small?	Yes	In the questionnaire small open market developments were defined as sites with up to 10 homes. Under national planning policy, developments of this size do not have to contribute affordable homes on site, so they cannot be relied upon to deliver affordable housing.	None		
9	Agree						
10	Agree	New houses should be made available to existing residents who wish to downsize at sensible prices to make downsizing worthwhile. A well run and affordable residential village could be very attractive. Too many house have been sold for development and thus taken them out of the market for existing residents.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
11	Agree						
12	Agree						
13	Agree						
14	Agree						
15	Agree						
16	Agree						
17	Disagree						
18	Agree						
19	Agree						
20	Agree						
21	Don't know						
22	Agree						
23	Agree	Several people have voiced loud opinions about affordable housing for young people in the village. In most of the country children have to be prepared to move away from their parental home area and there are already ample houses within a 5/7 mile radius. I accept that the continued life of the village needs young as well as old people but almost everyone has to travel for work	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
24	Agree						
25	Agree						
26	Agree						
27	Agree						
28	Agree	Q11. Not clear what's meant by 'retirement homes': opportunities for local people to downsize (covered in first two categories)? Opportunities for older people to move into village? Supported/sheltered living is already there as the final category.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 73% support for retirement homes. Although not explicitly defined in the questionnaire, this was intended to cover any form of accommodation designed to meet the needs of older people.	Workshop	NPSG	
29	Agree						

Q14 Housing

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
30	Agree	As a family of four looking to move to the area, we found it very difficult finding a 4 bed house in HR.	Yes	Q11 shows that more people oppose (37%) than support (31%) 4+ bed homes. Although there is strong support for 1 bed, 2 - 3 bedroom homes, and retirement homes which could assist existing residents to downsize and potentially release larger homes into the market. For market housing, Hambleton's Strategic Housing Market Assessment only identified a requirement for between 5-10% 4 bedroom plus dwellings because of the high proportion of larger homes within the existing stock.	Workshop	NPSG	
31	Agree	Larger market affordable homes is a confidence trick in areas of high value housing - they are not affordable. Subsidised housing is needed.	Yes	It assumed that the comment on "larger market" is a reference to Q13. In this question, "larger" refers to the size of sites, and not to the size of homes. Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent.	Workshop	NPSG	
32	Agree						
33	Agree						
34	Agree						
35	Agree						
36	Disagree						
37	Agree						
38	Agree						
39	Agree						
40	Disagree						
41	Agree						
42	Agree						
43	Agree						
44	Agree						
45	Agree						
46	Agree						
47	Agree						
48	Agree						
49	Agree						
50	Agree						
51	Agree						
52	Agree						
53	Don't know						
54	Agree						
55	Disagree	A survey on the housing needs of elderly people in H Rudby - and surrounding villages - should be undertaken	Yes	This questionnaire gives evidence of housing preferences of the local community, and analysis by age group is possible where needed. Hambleton have provided data on local housing need from earlier surveys and on-going data collection which provides evidence of local demand for downsizing. Following advice from KVA Planning (the consultant engaged to support the Neighbourhood Plan) that this constitutes "current data", the Steering Group decided at their meeting on 6th March 2017 that a further housing needs survey is not needed.	Analysis	HDC	
56	Agree						
57	Agree						
58	Agree						
59	Agree	Housing affordable for those from the village is still needed and for the elderly population that need additional support e.g disabled youth needing independent living who wish to remain in the village for reassurance.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
60	Agree	The preamble does not say how many homes over what time period? There have been far fewer built over the past 20yrs than HBC wished although they refused planning permission so we n are now in a catch up position. The village has large areas of land and infill sites within its boundary which could be developed. These should be more actively persued rather than extending the village onto prime agricultural land whatever the mix of housing.	Yes	The questionnaire states that the Neighbourhood Plan will cover the period up to 2035. The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. Development on the scale proposed in the Local Plan is unlikely to be deliverable without some use of greenfield land and extension of the development boundary.	Workshop	NPSG	
61	Agree	Market developments should provide the kind of homes needed by the local community rather than servicing the commuter market for executive homes.	Yes	Neighbourhood Plan policies can help determine the mix of housing delivered by market developments, but such projects will only proceed if they are economically viable. Other delivery routes such as community led housing or housing association developments may also have a part to play in meeting local needs.	Workshop	NPSG	
62	Agree						
63	Agree	All my choices should be interpreted as being in line with the vision statement.	Yes	Noted	None		
64	Agree						
65	Agree						
66	Don't know						
67	Agree						
68	Agree						
69	Agree						
70	Agree						
71	Agree						
72	Agree						
73	Agree						
74	Agree						
75	Agree	Not opposed to housing development in the village but wish to see it limited and a mix of affordable housing association and private development	Yes	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. Q12 shows 75% support for affordable housing to own/part own, 61% support for affordable / social housing to rent, and 70% support for market homes. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
76	Agree						
77	Agree						
78	Agree						
79	Agree	A Balance of all types of housing but in the right location and correct proportion.	Yes	Noted	Workshop	NPSG	
80	Agree	I do not think that the services in the village can sustain any more housing of any kind.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Workshop	NPSG	
81	Agree	The community needs the correct mixture procured in the correct way. I do have a problem understanding the local plan requirement of 70 houses.I believe this should be 40 for reasons I have indicated in my local plan submission. I also question the 1 year residential qualification for Affordable housing. This could be subject to abuse. Other authorities have a 3 year requirement. This is more acceptable.	No	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. The qualification period for the existing stock of affordable/social housing is also set at district level. However, a community led housing project could set it's own qualification criteria.	Workshop	NPSG	

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
82	Agree	Small market developments with some affordable houses would be beneficial to the village (such as the development at the end of Deepdale; 7 houses including two affordable houses which fit perfectly within that development. (Question 13 above omitted the option of selecting small market developments with some affordable houses, which is a bit misleading as respondents don't get the option to include this)	Yes	National policy is that developments of up to 10 homes do not have to contribute affordable homes on site. Small market developments cannot, therefore, be relied upon to deliver affordable housing.	Workshop	NPSG	
83	Agree	Would prefer small market developments with a portion of affordable part own houses (there are enough rented affordable houses)		National policy is that developments of up to 10 homes do not have to contribute affordable homes on site. Small market developments cannot, therefore, be relied upon to deliver affordable housing. There is evidence that 42% of the local housing need qualifying for affordable housing is for rented accommodation.	Workshop	NPSG	
84	Agree						
85	Agree						
86	Agree	Bungalows should be included to respond to need for housing suitable for older people	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
87	Agree						
88	Agree						
89	Agree						
90	Agree						
91	Agree	The sustainability of the village is likely to rest on the ability of those in lower paid local jobs to live in the village. The current demographic points to an ageing population and in order to redress this affordable housing, both owned and rented needs to be a priority in the neighbourhood plan for both single people and families. This will support local services and the health of the village. We have sufficient large houses for private ownership, we do not need more.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. For market housing, Hambleton's Strategic Housing Market Assessment only identified a requirement for between 5-10% 4 bedroom plus dwellings because of the high proportion of larger homes within the existing stock.	Workshop	NPSG	
92	Agree						
93	Agree						
94	Agree						
95	Agree						
96	Agree	It should also be remembered that affordable housing is not necessarily inexpensive housing - just housing that is cheaper than the full sale price for that development - in Hutton Rudby this is still expensive by most people's standards!	Yes	Noted	Workshop	NPSG	
97	Agree						
98	Agree	I would welcome market development of accommodation provision for those of 'mature years', sometimes described as 'retirement homes/apartments', to facilitate couples or single residents remaining within the village in later years and at the same time to improve release of properties for growing families.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
99	Agree						
100	Agree						
101	Agree						
102	Agree						
103	Agree						
104	Don't know						
105	Agree						
106	Agree						

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
107	Agree	Time restriction on affordable housing to buy should be increased to >3 years to ensure the process of buying affordable housing is not abused. Small developments are more in keeping with the character of the village. Large developments will destroy the beauty of our village	Yes	The time restriction is a district level policy and applies to housing under their control. A community led housing project could set alternative criteria. Q15 shows that 67% support development sites of up to 25 homes, but 80% oppose development sites with over 25 homes.	Workshop	NPSG	
108	Agree	I feel we need to be wary of the market here becoming more and more unaffordable- a diversity of tenures should help to prevent this.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
109	Agree	I do not agree with the rural exception sites are they do not have to meet the same criteria and high standards that developers do. I also do not agree with the current qualifying criteria for affordable housing, affordable housing in Hutton Rudby should be for hutton rudby residents not Potto and Crathorne - these villages should provide their own affordable housing and make a contribution rather than make hutton rudby take all the housing.	Yes	If the Neighbourhood Plan successfully addresses all the housing needs of the Parish (and in particular the affordable housing needs) there should be no need for rural exception sites. The Neighbourhood Plan is only concerned with development within the Parish, and the housing demand quoted in the questionnaire does not include any contribution from Crathorne or Potto. As they have not initiated their own Neighbourhood Plans, development in Crathorne and Potto will be determined by the Local Plan which has identified a preferred site in Crathorne.	None		
110	Agree						
111	Agree						
112	Agree						
113	Agree	Artificial boundaries by Hambleton council have concentrated social housing in Hutton Rudby –further requirements should be allocated in Crathorne and Potto as well as Hutton Rudby on a case by case basis instead of Hutton Rudby only carrying the whole allotment . Requirements for housing should follow National guidelines instead of perceived requirements from down sizing or residents of less than one year.	Yes	The Neighbourhood Plan is only concerned with development within the Parish, and the housing demand quoted in the questionnaire does not include any contribution from Crathorne or Potto. As they have not initiated their own Neighbourhood Plans, development in Crathorne and Potto will be determined by the Local Plan which has identified a preferred site in Crathorne.	None		
114	Agree						
115	Agree						
116	Agree						
117	Agree						
118	Agree						
119	Agree	Currently there are a large number of homes to privately buy but are all highly priced, affordable rented properties seem to be only those smaller properties with a maximum of 2 beds i.e. cottages on the green with no outside safe space for children and no designated parking for working families i.e. 2 car families. Again please note these answers are in relation to HR parish only and not the remainder of the parish council area.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
120	Agree						
121	Agree						
122	Agree						
123	Agree						
124	Agree						
125	Agree	More bungalows, we don't need more large executive houses, there are already enough.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. For market housing, Hambleton's Strategic Housing Market Assessment only identified a requirement for between 5-10% 4 bedroom plus dwellings because of the high proportion of larger homes within the existing stock.	Workshop	NPSG	
126	Agree						

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
127	Agree	Had a caravan park in Swainby (I lived there for 17 years). Didn't enhance the village. Brought the village down. Dog dirt in village.	Yes	Q11 demonstrates 82% oppose park homes/ caravan / lodges	None		
128		Development at rear of Levendale should be strongly opposed.	Yes	Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
129	Don't know						
130	Agree						
131	Agree						
132	Agree						
133	Agree						
134	Agree						
135	Agree						
136	Agree						
137	Agree						
138	Agree						
139	Agree						
140	Agree						
141	Agree						
142	Agree						
143	Agree						
144	Agree						
145	Agree						
146	Agree						
147	Agree						
148	Agree						
149	Agree	Large development opposed due to limited village facilities and would introduce more traffic problems	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Refer	GP & School	
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree						
155	Agree						
156	Agree						
157	Agree	Being 90yrs old I don't want to buy a bungalow. I need a small bungalow amongst older people that I can manage with all my ailments and can manage with hired help in the village I love.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
158	Agree	So many single person households exist these days. Specific housing is needed which will also encourage young people to get a foot on the housing ladder and hopefully provide a deposit when they eventually want to move to a larger property. Flats also need to be available for rent too. Perhaps the old village shop site?	Yes	Q11 demonstrates 50% support for 1 bed homes and flats. Q12 shows 61% support affordable / social housing to rent, and 75% support affordable housing to own/part own.	Workshop	NPSG	
159	Agree	People have paid a premium to live in the village. Whilst I am sympathetic towards younger generation buying houses the people already owning houses here don't want to see a lower band of cheaper houses in abundance.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
160							
161	Don't know						

Q14 Housing

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
162		NO MORE affordable homes on Garbutts Lane area. Spread around village.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. Q15 shows 71% support for development being distributed around the Parish. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
163	Don't know	What is affordable and for whom?	No	Affordable Housing is defined by national policy - rents must be a maximum of 80% of local open market rents.	None		
164							
165	Agree						
166	Agree						
167	Agree						
168	Agree						
169	Agree						
170	Agree						
171	Agree						
172		I am confused by the term affordable. Since what is attainable is determined by ones own income level. What is deemed to be affordable by one individual does not presume affordability by another.	No	Affordable Housing is defined by national policy - rents must be a maximum of 80% of local open market rents.	None		
173	Agree						
174	Agree						
175	Agree						
176	Agree	Affordable social housing for LOCALS ONLY	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	None		
177	Agree	Mixed use/ownership/rental	Yes	Q12 shows 75% support for affordable housing to own/part own, 61% support for affordable/social housing to rent, and 70% support for market homes to own. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
178	Agree						
179							
180	Agree						
181	Agree						
182	Agree						
183	Agree						
184	Agree						
185	Agree						
186	Agree						
187	Agree						
188	Agree						
189	Agree						
190	Agree	More bungalows, a retirement home.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
191	Disagree						
192	Agree						
193	Agree						
194							
195	Agree						
196	Don't know						
197	Agree						
198	Agree						
199	Agree						

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
200	Agree						
201	Agree						
202	Agree						
203	Agree						
204	Agree						
205	Agree	This should be kept in character with our village	Yes	Q19 shows that 83% support the Neighbourhood Plan incorporating design preferences to encourage development to be sympathetic to the character of the village. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	
206	Agree	5.34424E+14	No	Noted	None		
207	Agree						
208	Agree						
209	Agree	It is important to have a balanced mix. I feel HDC is always weighting applications in favour of too many 'affordable' homes.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. There is evidence that the Parish has 48 households who meet the local connection criteria and are in need of affordable housing.	Workshop	NPSG	
210	Agree	HDC always have an unbalanced mix. The affordable housing proportion is always too high.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. There is evidence that the Parish has 48 households who meet the local connection criteria and are in need of affordable housing.	Workshop	NPSG	
211	Agree						
212	Agree	N/A	No	Noted	None		
213	Agree						
214	Agree						
215	Agree						
216	Don't know						
217	Agree						
218	Disagree	I really don't know what affordable means. I might express a desire to live on Mayfair but it's entirely unrealistic to expect an affordable home to be allocated to or to be built for me. Only folks with low paid work in or around the parish should expect some provision of affordable homes. Anyone who lives in HR must be able to afford private transport - why not live affordably near your work?	Yes	Affordable Housing is defined by national policy - rents must be a maximum of 80% of local open market rents. Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	None		
219	Agree						
220	Don't know						
221	Agree	Need small scale developments to maintain the character of the Village, at the same time providing the type of properties that young families need and can afford, to encourage them into the Village. Also need for smaller properties to enable down sizing within the village boundary	Yes	Q15 shows 67% support smaller sites (up to 25 homes) and 80% oppose larger sites (over 25 homes). Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. Q11 demonstrates 88% support 2 - 3 bedroom homes and retirement homes.	Workshop	NPSG	
222	Agree						

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
223	Agree	I feel we have had 2 social housing developments opposite each other in the village, this is not intergration and as such we do not need anymore. My understanding is that at Paddocks End 1 house is still not occupied (for what ever reason), indicating that more social housing is not needed. If we are to retain our identity of a village any development needs to fit in with the character of the village and be small and discreet not large and sticking out.	Yes	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. There is also evidence of 48 households with local connections in need of affordable housing. Q15 demonstrates 67% for distribution of development around the village. Q19 shows that 83% support the Neighbourhood Plan incorporating design preferences to encourage development to be sympathetic to the character of the village. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	
224	Agree	There are a large number of 4/5 bedroomed properties currently occupied by 1/2 residents who have chosen to remain after families have grown and left rather than downsize. As this population ages there will be a natural release of these homes over the next 20 years or so without nthe need to engineer downsizing. However, with the building of quality smaller (2/3 bed) properties this may encourage an earlier release of some of these properties. Further, there may well be a demand for some form of 'Care Village' to enable long standing residents to remain within the village. One possible way of achieving this and remove the problem of village traffic around the school would be to relocate the school to the Crathorne Road after the new development at Paddocks End and develop such a 'village' around the exisiting main school building as a central hall - particularly if it was possible to gain a pedestrian access to the new SPAR.	Yes	Q11 demonstrates 88% support for 2 -3 bedroom homes, 73% support for retirement homes, and 69% support for supported/sheltered living. Demand for downsizing is also evidenced in HDC housing need assessment. Any project to relocate the school would have to be initiated by the school/education authority and choice of site would be primarily driven by their requirements. The Steering Group view is that until/unless a project is initiated by the school, any attempt to allocate a site would be premature. Consideration could be given to the most appropriate use of the current school site should it ever be vacated.	Workshop	NPSG	
225	Agree						
226	Agree						
227	Agree						
228	Agree	We already have unoccupied part owned housing at Paddocks end,do we need more ?	Yes	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. There is also evidence of 48 households with local connections in need of affordable housing. There was a short delay in exchanging contracts on one of the part owned units, but all are now occupied.	None		
229	Agree						
230	Agree						
231	Agree						
232	Agree						
233	Disagree	Don't need anymore	Yes	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. There is also evidence of 48 households with local connections in need of affordable housing.	None		
234	Agree						
235	Agree						
236	Agree						
237	Agree	We would love our 'last home' to be on a plot in our 6 acres, but was told it was snowball in hell territory, so will probably eventually have to sell up and leave the village	No	Noted	Workshop	NPSG	
238	Agree						
239	Agree						

Q14 Housing

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
240	Agree	Small development with affordable housing	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. Under national policy, developments of up to 10 houses do not have to contribute affordable housing on the site, so cannot be relied upon to deliver affordable housing.	Workshop	NPSG	
241	Agree						
242	Agree	I don't understand Q13. However what I would like to see is more small developments of affordable housing like what has been built recently opposite the cricket ground. I am completely opposed to large developments of large houses.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. Under national policy, developments of up to 10 houses do not have to contribute affordable housing on the site, so cannot be relied upon to deliver affordable housing. Q15 shows that 80% oppose larger sites (defined in the questionnaire as over 25 houses).	Workshop	NPSG	
243	Agree						
244	Agree						
245							
246	Agree	From personal experience mixing affordable/social housing (to rent) does not work within a community. Small developments such as Paddocks End, albeit with more bungalows for those wishing to down size would be appropriate to the Village. To maintain the uniqueness of the village, the current mix of housing defines the community, a change in the balance of that mix, will change the village. The Neighbourhood Plan should also consider a Retirement Village/McCarthy Stone tip development which would provide a mix of Owned and rented Downsize accommodation.	Yes	Q19 demonstrates that 83 support the Neighbourhood Plan incorporating design preferences to encourage development to be sympathetic to the character of the village. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated. Q11 shows 50% support for 1 bed homes/flats and 73% support for retirement homes. Q12 shows support for a variety of tenures: affordable housing to own/part own 75%, market homes to own 70%, and affordable/social housing to rent 61%.	Workshop	NPSG	
247	Agree						
248	Agree	Small market developments needs further defining, 2 to 3 properties there is a case for, infill in effect	Yes	Small market developments (up to 10 houses) with no affordable housing were supported by 37% and opposed by 31%. Under national planning policy, developments of this size do not have to contribute affordable homes on site, so cannot be relied upon to deliver affordable housing.	Workshop	NPSG	
249	Agree	In principle I support measured development in the village proportionate to the needs the community has identified.	Yes	Noted	Workshop	NPSG	
250	Agree	the village has provided its fair share of all of the above types of development, its time the larger area take on some development	Yes	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. There is also evidence of 48 households with local connections in need of affordable housing.	None		
251	Agree						
252	Agree						
253	Don't know						
254	Agree						
255	Agree						
256	Agree						
257	Agree						
258	Agree						
259	Agree						
260	Agree						
261	Agree						
262	Agree						

Q14 Housing

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
263	Agree	Affordable needs to be just that and not just slightly reduced price executive houses which are not affordable for those on modest budget. Starter homes are not a substitute	Yes	Affordable Housing is defined by national policy - rents must be a maximum of 80% of local open market rents.	None		
264	Agree						
265	Agree						
266	Agree	In order to keep the village sustainable I believe we need some affordable family houses which if community led build would have community Consultation. There seems to be a lot of executive level housing and small terrace cottages in the centre of the village which in my experience is too small for family with two children. Also would like to see older generation accommodated in the village they have spent much of their life in by providing retirement homes.	Yes	Q12 shows 75% support for affordable housing to own/part own, 61% support for affordable/social housing to rent, and 73% support for retirement homes. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
267	Agree						
268	Agree	All new properties should be in keeping with existing properties and the village.	Yes	Q19 shows that 83% support the Neighbourhood Plan incorporating design preferences to encourage development to be sympathetic to the character of the village. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	
269	Agree						
270	Agree						
271	Don't know						
272	Agree						
273	Agree						
274	Agree						
275	Agree	For over 55s with connection to the parish, would a block of flats, sited centrally in the village, offer much needed camaraderie and security to those older people who often suffer lonely old age - 1 bed flats?	Yes	Q11 shows 50% support for 1 bed homes/flats, and 73% support for retirement homes.	Workshop	NPSG	
276	Agree						
277	Agree						
278	Agree	Please NO flats unless just one storey high	Yes	There is a housing design known as a "quarter house" which can provide small flats in areas where a larger block would be out of character. A quarter house has the external appearance of a semi-detached house, but is actually 4 flats (2 on the ground floor, and 2 on the first floor).	Workshop	NPSG	
279	Agree						
280	Agree	The village needs more affordable homes for younger members of the community to keep the balance within the village	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
281	Agree						
282	Agree						
283	Agree						
284	Disagree						
285							
286	Agree						
287	Agree						
288	Agree						
289							
290	Agree						
291	Agree						

Q14 Housing

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
292	Agree	Build bungalows for people to own and retire into	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
293	Agree						
294	Agree	Bungalows needed. Too many houses not selling in village so large developments not needed.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
295	Agree						
296	Agree	Occupiers should be from the village	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
297	Agree						
298	Agree	No larger developments, if possible. Maximum % affordable where necessary/possible.	Yes	Q15 shows 67% support smaller sites (up to 25 homes) and 80% oppose larger sites (over 25 homes). Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable / social housing to rent.	Workshop	NPSG	
299	Agree						
300	Agree						
301	Agree						
302	Agree	Needs a good mix of types of housing	Yes	Noted	Workshop	NPSG	
303	Agree						
304	Agree						
305	Agree						
306	Agree						
307	Agree	Looking at the amount of properties to buy/let in the village, I am not convinced we need more new builds to a rural village.	Yes	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. There is also evidence of 48 households with local connections in need of affordable housing.	Workshop	NPSG	
308	Agree	This village does not need any additional housing. Over 40 properties are currently for sale and some have been on the market for almost a year or over a year.	Yes	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. There is also evidence of 48 households with local connections in need of affordable housing.	Workshop	NPSG	
309	Agree	Smaller developments only please.	Yes	Q15 shows 67% support smaller sites (up to 25 homes) and 80% oppose larger sites (over 25 homes).	Workshop	NPSG	
310	Agree						
311	Agree						
312	Agree	Needs to be more mixed to allow movement within the village with age and different needs.	Yes	Noted	Workshop	NPSG	
313	Agree						
314	Agree	Difficult to reconcile affordable housing with maintaining character of village	Yes	Q19 shows that 83% support the Neighbourhood Plan incorporating design preferences to encourage development to be sympathetic to the character of the village. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	

Q14 Housing

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
315	Agree	How is it possible to build houses for rent which are available to LOCAL (i.e. village) people or their relatives rather than outsiders seeking rental with a view to buying (& therefore profit)??	Yes	Affordable housing and community led housing can be made subject to conditions preventing "right to buy", and having local connections. The Wickets and Paddocks End have these type of restrictions, and current policy is to impose similar conditions on any new affordable housing. Qualification for affordable housing in the Parish (whether rented or part owned) is subject to local connection qualification criteria.	Workshop	NPSG	
316	Agree						
317	Agree						
318	Agree						
319	Agree						
320	Agree	We have an ageing population in the village, the future housing needs of whom need addressing.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
321	Agree						
322	Agree						
323	Agree	Poor public transport links don't assist the establishment of affordable housing.	No	Noted.	None		
324	Agree						
325	Agree						
326	Agree						
327	Agree						
328	Agree						
329	Agree	All new homes should be in keeping with existing properties.	Yes	Q19 shows that 83% support the Neighbourhood Plan incorporating design preferences to encourage development to be sympathetic to the character of the village. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	
330	Agree						
331	Agree						
332	Agree						
333	Agree						
334	Agree						
335	Agree						
336		Small market developments of 1-2-3 bedroom dwellings	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Small market developments with no affordable housing were supported by 37% and opposed by 31%. Under national planning policy, developments of this size do not have to contribute affordable homes on site, so they cannot be relied upon to deliver affordable housing.	Workshop	NPSG	
337	Agree						
338	Agree						
339	Agree						
340	Agree						
341	Agree						
342	Agree						
343	Agree	Supported/sheltered living already adequate for size of village - Hundale area/Goldie Hill. Two developments of affordable housing already - poss. 1 more small development. Any large development of home in one part of village would be very detrimental to character of village.	Yes	There is evidence that the Parish has 48 households in housing need meeting the local connections and affordable housing criteria. Q15 shows that 71% support distribution of development around the Parish, and 80% oppose larger sites (over 25 homes).	Workshop	NPSG	
344	Agree	Bungalows	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
345	Agree						

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
346	Agree						
347	Agree						
348	Agree	Why are small market developments with affordable housing not an option?	Yes	In the questionnaire small market developments were defined as sites with up to 10 homes. Under national planning policy, developments of this size do not have to contribute affordable homes on site, so they cannot be relied upon to deliver affordable housing.	Workshop	NPSG	
349	Agree						
350	Agree						
351	Agree						
352	Agree						
353	Agree						
354	Agree						
355	Agree						
356	Agree	Affordable housing will be bought and resold at a higher value. Pointless. I think it is unlikely that locals will get a chance to buy new houses.	Yes	Affordable housing and community led housing can be made subject to conditions preventing "right to buy". The Wickets and Paddocks End have these type of restrictions, and current policy is to impose similar conditions on any new affordable housing. Qualification for affordable housing in the Parish (whether rented or part owned) is subject to local connection qualification criteria.	Workshop	NPSG	
357	Agree						
358	Agree						
359	Don't know						
360	Agree						
361	Agree						
362	Agree						
363	Agree						
364	Agree						
365	Agree						
366	Agree						
367	Agree						
368	Agree						
369	Agree	Don't fully understand questions	No	Noted	None		
370	Agree						
371	Agree	For me, the starting point is the 70 houses. I do not see the need for this many in the village. How can we achieve a more realistic number. I also need to understand what is wrong with people renting houses. Accordingly why should 'affordable' houses be owned.	No	The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish. Any concerns with the amount of housing should be directed to Hambleton through the Local Plan consultation. There is also evidence of 48 households with local connections in need of affordable housing. Affordable housing to own/part own is national policy.	Workshop	NPSG	
372	Agree	There are not enough small bungalows for people to retire to.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
373	Agree						
374	Agree						
375	Agree	We need to provide for those who have grown up in the village and wish to remain here.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
376	Agree						
377	Agree	What is needed is a small amount of single storey homes. There are many elderly who would like to downsize but because selling their home would release too much cash for social housing.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	

Q14 Housing

ID No	Opinion on Vision	Consultee Comment on Housing (Q14)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
378	Agree						
379	Disagree						
380	Agree						
381	Agree						
382	Agree	I have lived in privately rented accommodation for a number of years and have had to move twice because my landlord has decided to sell the property I was living in. I would love to be in a property where I had more security i.e. housing associated property	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. Q13 shows that 59% support Housing Association developments.	Workshop	NPSG	
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know	Hutton Rudby needs more social housing to rent 1-2-3 bedrooms and any future development in the village should include at least half of this type of housing.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
388							
389	Agree	There is a need for 2 bedroom bungalows spread over the village for people who wish to downsize.	Yes	Q11 shows 50% support for 1 bed homes/flats, and 88% support for 2-3 bed homes. Q11 also shows 73% support for retirement homes, and 69% support for supported/sheltered living. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish.	Workshop	NPSG	
390	Don't know						
391	Agree		4 No	Noted.	None		
392	Agree	No high rise should be allowed	Yes	Q19 shows that 83% support the Neighbourhood Plan incorporating design preferences to encourage development to be sympathetic to the character of the village. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	
393	Agree	Affordable housing should be spread over the village not placed in one area.	Yes	Q12 shows 75% support for affordable housing to own/part own and 61% support for affordable/social housing to rent. Local connections are currently used as qualifying criteria for social and affordable housing in the Parish. Q15 shows 71% support development being distributed around the Parish. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
394	Agree						
395	Agree						
396	Agree						
397	Agree						
398	Disagree	What does affordable mean? It's odd that folks who evidently can't afford to live in HR can still afford a couple of cars to travel to work? Are local jobs a criterion for housing development - if so no more houses are needed! Quite a lot of social housing has already been built in the village.	Yes	Affordable Housing is defined by national policy - rents must be a maximum of 80% of local open market rents. The amount of housing that has to be delivered by the Neighbourhood Plan is defined by the Local Plan, and Hambleton District Council are proposing to allocate 70 new homes in our Parish.	None		
399	Agree						
400	Agree						
401	Agree						

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree						
4	Don't know						
5	Agree						
6	Agree	The village must be allowed to keep its character, part of which is the fantastic views from the edges of the village. Furthermore a large housing development would be out of character with village life.	Yes	Responses to Q32 shows that character attributes are valued e.g. Conservation Area and Landscape/Vistas are important to 89%, and Listed/Historic buildings are important to 87%. Q15 shows large sites are opposed by 80%.	Workshop	NPSG	
7	Agree	Keep the village compact and maintain (the current) balance of properties, 'housing association' through to larger houses. My aim being to keep a good spread of inhabitants across all ages and financial means - a strong village community. Large sites on the periphery of villages tend to be insular commuter estates which bring very little to the village.	Yes	The distribution pattern and location of sites will be determined through workshops and further consultation. Q13 shows that Housing Association developments were supported by 54% and opposed by only 19%, with the most popular option being Community Led Development. Q11 shows that the most favoured housing types were 2-3 bed (88% support), retirement (73%), and supported/sheltered living (69%). Q12 showed that the most favoured tenures were affordable owned/part owned (75%), and open market owned (70%). Q15 shows that large sites were opposed by 80%.	Workshop	NPSG	
8	Agree						
9	Agree						
10	Agree						
11	Agree						
12	Agree						
13	Agree						
14	Agree	This is about small scale developments which enhance the village rather than new estates which change the villages character	Yes	The amount of development is set by Hambleton's Local Plan which has proposed 70 new homes and sufficient land must be allocated to accommodate these. Q15 shows 67% support "smaller" sites and 80% oppose "larger" sites. Site selection will be determined through a structured process involving workshops and further consultation.	Workshop	NPSG	
15	Agree						
16	Agree						
17	Disagree						
18	Agree						
19	Agree						
20	Agree						
21	Don't know						
22	Agree						
23	Agree	Any expansion of the village needs to take full account of the road network. Routes to the A19 via the Black Swan or Crathorne are inadequate at rush hour and the Stokeley Rd is not a lot better. It is also important to bear in mind the HGV traffic to Prestons. This firm is long established and a significant local employer. The company's own vehicles are driven with care and consideration but it is unfair to the drivers to increase risks by increasing pedestrian traffic on their routes.	Yes	NYCC Highways did not raise any capacity concerns in relation to planning application 16/00633/OUT for 56 houses at Belbrough Lane in 2016, or for application 16/01836/FUL for 25 houses at the Wickets. Information submitted by the developer for the Wickets states that Garbutts Lane "would operate significantly under capacity". According to the developer, average weekday traffic flows were 948 vehicles per day westbound and 964 vehicles <u>per day</u> eastbound and they state the road capacity as 1,110 vehicles <u>per hour</u> .	None		
24	Agree	Priority should be given to infill sites which are closest to village facilities, i.e. shop, village green.	Yes	Q15 shows that although 59% favour infill, there are also 24% who oppose it. Of the 8 criteria on site selection in Q16, "close to village services" was lowest ranked with 62% saying it is important. Site selection will be determined through a structured process involving workshops and further consultation.	Workshop	NPSG	
25	Agree	Consideration should be given to the impact of development on existing residents.	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but it is envisaged that impact on neighbours and the wider community will be a consideration.	Workshop	NPSG	
26	Agree						
27	Agree						
28	Agree						

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
29	Agree						
30	Agree						
31	Agree						
32	Agree						
33	Agree						
34	Agree						
35	Agree	Any development must be in keeping with the character of the village. They must not further extend the current boundaries into greenfield areas. What surveys have been carried out into the demand for expansion?	Yes	Q32 shows that many respondent see character attributes as important, these include Conservation Area (89%), Green Spaces (93%), Landscape/Vistas (89%) and Historic Buildings (89%). Q19 shows 83% support for including design preference within the Neighbourhood Plan. The total amount of development for the district is quantified by a detailed technical appraisal, the Strategic Housing Market Assessment. The Local Plan sets the amount of development for the Parish, and an allocation of 70 homes has been proposed. As stated in the Questionnaire, there is also evidence of local (i.e. Parish level) need for affordable housing and for downsizing accommodation. Development on the scale proposed in the Local Plan is unlikely to be deliverable without some use of greenfield land and extension of the development boundary.	Workshop	NPSG	
36	Disagree	Why have extra sites to be developed ? There are many houses for sale or to rent. Are there any jobs in the Parish for extra people ? Roads are already busy and congested, public transport is very limited. Further development makes the vision statement nonsense.	Yes	The Local Plan sets the amount of development for the Parish, and an allocation of 70 homes has been proposed which must be accommodated by the Neighbourhood Plan. As stated in the Questionnaire, there is also evidence of local (i.e. Parish level) need for affordable housing and demand for downsizing accommodation.	None		
37	Agree						
38	Agree						
39	Agree						
40	Disagree						
41	Agree						
42	Agree						
43	Agree						
44	Agree						
45	Agree						
46	Agree	A small number of small scale developments is most appropriate to retain the unique nature of the village. The sites to the south of the village, e.g. south of Enterpen and Bilborough Lane, should be avoided to protect the vista of the Cleveland Hills which is a very significant feature of the village.	Yes	Q13 shows smaller developments are favoured by 67% , and larger developments are opposed by 80%. Q16 shows that impact on Landscape/vistas is an important site selection criteria for 84%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
47	Agree						
48	Agree						
49	Agree						
50	Agree	Consider road safety and traffic issues	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but it is envisaged that road safety and traffic issues will be a consideration.	Workshop	NPSG	
51	Agree						
52	Agree						
53	Don't know						
54	Agree						
55	Disagree						
56	Agree						

Q17 Site Selection

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
57	Agree	Facilities must be adequate to deal with increase in population. Any new developments should be on the Crathorne side of Hutton Rudby as that is where the main facilities are most easily accessed	Yes	The Steering Group intend to seek views from the GP & School about any capacity issues which might arise from the proposed scale of development. Q15 shows that 67% support distribution of development around the village, and 61% oppose concentration in one area. Although important to 62%, "close to village services" was the lowest ranked criteria in the responses to Q16. Site selection will be carried out through a structured process involving workshops and further consultation.	Refer	GP & School	
58	Agree						
59	Agree	There are possible areas across the parish to add affordable housing in small units but it is important to protect the natural flora and fauna, farming land to stop big developers pushing people to sell so they can profit without a thought for the impact on the area.	Yes	Q15 shows that distribution around the Parish is supported by 71%. The responses to Q32 show that impact on Wildlife/biodiversity is important to 91%, on green spaces to 93%, and on woodland to 94%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
60	Agree	Flood risks, footpaths and access to the road network can all be engineered in to any proposal and should not stop any reasonable development.	Yes	Sites which require complex (and costly) engineering solutions to overcome problems are less likely to be economically viable.	None		
61	Agree	Vistas of the Cleveland Hills across open landscape are a defining characteristic of the village and development should minimise impact on these.	Yes	Q16 shows that Landscape/vistas are an important site selection criteria for 84%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
62	Agree	It is important that the village develops as a nuclear village with new houses as close as possible to the principal amenities, eg village shop and post office. If development is allowed on the extremities it will only encourage greater use of cars to reach such facilities. Therefore, sites such as those in Rudby/Skutterskelfe and the large proposed site off Sexhow lane should be considered as very low priority for development.	Yes	Q15 shows that 67% favour distribution around the village and 61% oppose concentration in one area. Although important to 62%, "close to village services" was the lowest ranked criteria in the responses to Q16. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
63	Agree	My choices are influenced by my concern that small developments are frequently just the start of further building adjacent to the developed site until the whole is disproportionate to the size of the village.	Yes	Q16 shows that "strong boundaries" which create natural limits to site expansion are important to 81% of respondents.	None		
64	Agree	I agree with Hambletons agreed sites	Yes	As clearly stated in the Questionnaire, we are not consulting on preferred sites at this stage. This will follow a structured site selection process, and the Neighbourhood Plan preferred sites may turn out to be different to those proposed by Hambleton.	None		
65	Agree	Hambletons preferred sites are appropriate	Yes	As clearly stated in the Questionnaire, we are not consulting on preferred sites at this stage. This will follow a structured site selection process and the Neighbourhood Plan preferred sites may turn out to be different to those proposed by Hambleton.	None		
66	Don't know						
67	Agree						
68	Agree	They should enhance the village not just for new occupants but also for the current residents and community.	Yes	Noted	None		
69	Agree						
70	Agree						
71	Agree	Primary school is already oversubscribed in some years with large class sizes. A significant increase in house numbers will have a major impact on the Primary school. This is already a large village school. It would perhaps be preferable to fill other underused primary schools in the area in smaller villages by increasing housing numbers first.	Yes	The Steering Group intend to seek views from the GP & School about any capacity issues which might arise from the proposed scale of development. An analysis carried out by NYCC for planning application 16/00633/OUT in 2016 suggested that there was school capacity for approximately 60 new homes. The amount of development for the Parish is set by the Local Plan, and the Neighbourhood Plan has no role in planning development outside the Parish.	Refer	GP & School	
72	Agree						
73	Agree						
74	Agree						
75	Agree	No	No	Noted	None		

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
76	Agree						
77	Agree						
78	Agree						
79	Agree						
80	Agree						
81	Agree	The 8 items listed generally cover normal requirements. Regarding development location it is easier just to support infill & small developments. This tends to delay the decision as to how the community will develop. I believe that with the moving of Spar to the old Greaves Garage site then the village itself is moving in that direction. Accepting this fact then there is a strong case for a properly planned single location development along Garbutts Lane. This could satisfy this planning round & perhaps the next one post 2035	Yes	A single location would require a site for 70 homes, and the response to Q15 shows that 80% oppose larger sites. The response to Q15 also shows that 61% oppose development being concentrated in one area, and only 15% support this strategy. Distribution around the Parish is supported by 71% and opposed by only 13%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
82	Agree	Do not want to see the village boundary moved, if new development is absolutely necessary it should not be at one end of the village, and should be spread throughout the village. New developments should be smaller chunks, which include affordable buy to rent houses, which integrates the people into the community. At present I am fearful of putting all new affordable houses together at one end of the village, which in my opinion creates a divide in the village.	Yes	The amount of development is set by Hambleton's Local Plan, and it is unlikely that the proposed 70 homes can be accommodated without moving the village boundary. Q15 shows that smaller sites are supported by 67%, and larger sites are opposed by 80%, while distribution around the village is supported by 67%. Q12 shows that affordable housing to own/part own is the most favoured tenure (75% support). Market developments with over 10 houses must deliver their affordable housing contribution on the site. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
83	Agree	Why is all the proposed development at one end of the village? All recent and proposed developments are located in one place; ie The Wickets and Paddocks End, also new Spar shop and petrol station. This makes that end of the village into a 'poor side of the village'.	Yes	All the items mentioned are historic planning or site allocation decisions made before Neighbourhood Plan process was initiated. Within the last year proposals were also put forward for Belbrough Lane and Rudby Farm. The Neighbourhood Plan can only influence what happens in the future. The response to Q15 shows 67% support for distributing development around village and 71% for distributing around the Parish. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
84	Agree						
85	Agree						
86	Agree						
87	Agree						
88	Agree						
89	Agree						
90	Agree						
91	Agree	The site criteria should also reflect how the site would enhance the village through the provision/protection of open green space, the use of innovative design and environmental impact such as how the site supports reducing reliance on cars to access services.	Yes	Q16 shows that environment impact is important for 89%. Q32 showed that Green Space is important to 93%, while Q20 showed that renewable energy and carbon footprint are important for 74%. However, the response to Q16 ranked "close to village services" lowest of 8 criteria. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
92	Agree						
93	Agree						
94	Agree						
95	Agree	I think the site selection is very much a case by case decision and it is hard to chose general 'important' factors. There are also factors that havent been considered above, for instance safety, increased number of cars on the road, increased number of people using village services eg school.	Yes	The additional numbers of people using services and numbers of cars on the road is mainly a function of the amount of development, and will not be greatly influenced by which sites are chosen. However, each site will have different impacts on traffic flows around the village. The Steering Group intend to seek views from the GP & School about any capacity issues which might arise from the proposed scale of development.	Refer	GP & School	
96	Agree						

Q17 Site Selection

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
97	Agree	It is imperative that we avoid creating problems for the future so we should avoid building in hazardous areas (pipeline) and risky areas such as in flood prone areas. Building on a flood plane should be banned by law. The environmental agency should have the right to prevent buildings in unsuitable areas .Flooding is a major problem in North Yorkshire - when in a hole stop digging!	Yes	In Q16 flooding was the top rated criteria, and was important to 93%, while hazards / pipeline was important to 85%. National Planning Policy for flooding and HSE guidance for pipelines will be taken into account in site selection. Changes to National planning policy or the law are outside the scope of a Neighbourhood Plan.	Workshop	NPSG	
98	Agree						
99	Agree						
100	Agree						
101	Agree						
102	Agree	Protect the Leven Valley - minimal/no building in the Valley	Yes	Q32 shows that 92% see impact on water quality/Leven Valley as important. Development constraints on the Leven Valley include Conservation Area designation (Q32: important to 89%), green corridor designation (Q32: important to 93%), and flooding (Q16: important to 93%). Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
103	Agree						
104	Don't know						
105	Agree						
106	Agree	Avoiding underground pipelines is a fundamental safety issue recognising the well being of residents, determined by the hazard risks etc . For me it is the first and top criteria in any site location. New development should be located close to village services to minimise extra traffic use, which would make worse what is already a very bad situation.	Yes	Q16 shows that major hazard/pipeline is important for 85%. HSE guidance will be taken into account during the site selection process, and this is a significant constraint for development particularly on the inner (red) zone. Close to village services was rated as important by 62% which was the lowest of the 8 criteria consulted on in Q16. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
107	Agree	It is important to protect the current character of our village. Minimal impact on landscape and vistas should be aimed for, with green field developments being avoided.	Yes	Q16 shows that Landscape/vistas are an important site selection criteria for 84%. Q15 shows that 60% oppose village edge/greenfield sites, however, the Steering Group views it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
108	Agree	Too much greenfield development would, I feel be poor for the village, ditto large scale developments.	Yes	Q16 shows that Landscape/vistas are an important site selection criteria for 84%. Q15 shows that 60% oppose village edge/greenfield sites, however, the Steering Group views it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development. Q15 also shows that large sites are opposed by 80%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
109	Agree	Yes infill sites should be utilized first before extending the village outwards. The housing should be spread around the village and parish, there is nothing allocated in Rudby - why? Crathorne and Potto should provide their own affordable housing.	Yes	Q15 shows that infill is supported by 59% and opposed by 24%, while distribution around parish is supported by 71% and opposed by only 13%. The Neighbourhood Plan is not consulting on HDC's preferred sites. It will select it's own preferred sites (which should take precedence) through a structured process involving workshops and further consultation. Sites from all parts of the Parish will be considered. The Affordable Housing need quoted in the Questionnaire does not include any contribution from Crathorne or Potto, and Hambleton's Local Plan has identified a preferred site in Crathorne.	Workshop	NPSG	
110	Agree	Open greenfield sites with views of distinction should be avoided. The village enjoys some beautiful vistas- future development should not have any impact on this- the NP should conserve the character and beauty of the village	Yes	Q16 shows that Landscape/vistas are an important site selection criteria for 84%. Q15 shows that 60% oppose village edge/greenfield sites, however, the Steering Group views it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development. Q15 also shows that large sites are opposed by 80%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
111	Agree						

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
112	Agree						
113	Agree	Hambleton Council have created artificial boundaries -Rudby is now separate from Hutton Rudby whereas Rudby has a better land bank than Hutton Rudby with less flood risk areas .Hambleton's preferred areas are in generally in areas listed by the Environmental Agency's flood risk areas --perhaps they should review in line with the latest Govt. policies for flood risk areas.	Yes	Sites from all parts of the Parish will be considered on their individual merits by the Neighbourhood Plan. Site selection will be carried out through a structured process involving workshops and further consultation. The physical geography, flood risk, and protected status of the Leven Valley has created a small physical separation between Hutton Rudby and Rudby which is likely to persist in the long term, but together they form a single community and settlement area with shared services.	Workshop	NPSG	
114	Agree						
115	Agree	Very worried that natural or previous local boundaries are ignored. They serve a purpose and will I believe lead to retrograde development as oppose to concentrating our efforts on infill.	Yes	Q16 shows that strong boundaries are important to 81%, and Q15 shows infill is supported by 59% and opposed by 24%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
116	Agree						
117	Agree						
118	Agree						
119	Agree	Again answers are in relation to HR parish only and not the remainder of the parish council area. I think its important for any development to initially use any infill areas that dont detract from existing facilities, so any new residents dont feel isolated by being stuck on the edge of the village.	Yes	Q15 shows infill is supported by 59% and opposed by 24%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
120	Agree						
121	Agree						
122	Agree						
123	Agree						
124	Agree						
125	Agree	More housing developments should have adequate parking facilities as the parking especially at weekends and evenings is untenable.	Yes	Q20 shows that adequate parking for residents and visitors is important to 95%, and Q23 shows 91% support for more provision in new developments. The response to Q2 shows an average of 0.98 cars per adult resident.	Workshop	NPSG	
126	Agree						
127	Agree	There are some awful houses in Hutton Rudby - seems anything goes!! Pay attention to attractiveness and aesthetically pleasing. After living in Swainby it's ugly and sprawling.	Yes	Q19 shows that 83% support the Neighbourhood Plan setting out design preferences. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	
128							
129	Don't know						
130	Agree	No development should affect overall appearance of village. Not on green belt. Should offer affordable small homes 2-3 bed. Should meet minimal projected build not maximum.	Yes	"Green Belt" has a specific meaning in planning, and there is no Green Belt in the Parish. It is, therefore, assumed that the comment refers to greenfield sites. Q15 shows that 60% oppose village edge/greenfield sites, however, the Steering Group views it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development. Q11 shows that with 88% support 2-3 bed homes are the most favoured type. Q12 shows that with 75% support affordable housing to own/part own is the most favoured tenure.	Workshop	NPSG	
131	Agree						
132	Agree						
133	Agree						
134	Agree						
135	Agree						
136	Agree						
137	Agree						
138	Agree						
139	Agree						
140	Agree						

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
141	Agree	If you're building e.g. sheltered accommodation, then close to village services is virtually essential, not so for those with cars/who are mobile.	Yes	Noted	None		
142	Agree						
143	Agree						
144	Agree						
145	Agree						
146	Agree	Prefer limited impact of creeping development into surrounding countryside.	Yes	Q15 shows that 60% oppose village edge/greenfield sites, however, the Steering Group views it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
147	Agree						
148	Agree						
149	Agree	Small developments to meet needs and 'fit in' to existing village boundaries only	Yes	Q15 shows that smaller sites are supported by 67%, and 60% oppose village edge/greenfield sites. However, the Steering Group view it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development and adjustment to village boundaries.	None		
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree	No other than stop thr 'nimby' attitude of many people	Yes	Based on the response to questionnaire, 'nimby' attitudes seem to be in a minority. Q3 shows that 91% agree with the Vision Statement which states "...the Parish will develop". Furthermore, the responses to Q11, Q12 & Q13 show only very small numbers are opposed to all the development options listed.	None		
155	Agree						
156	Agree						
157	Agree						
158	Agree	I can appreciate the difficulties but feel it is very important to keep the semi open aspect to Hutton Rudby, the feeling of airy spaciousness with all the gaps and lovely green bits. One feels one can breathe and relax in H.R. The views are also a very important part of this special village. The history of the place should also be carefully recorded even if eventually built over.	Yes	Q16 shows that Environmental Impact is important to 89%, and Landscape/Vistas to 84%, while Q20 shows green space is important to 88%. Q16 shows that infill is supported by 59% but opposed by 24%, and maximising infill (as suggested by some other comments) would put pressure on "the feeling of airy spaciousness". Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
159	Agree						
160		A large development of supported/affordable houses on the two preferred sites next to the play/sports/BMX track seems a sensible option (S/073/010 S/073/009)	Yes	Q15 shows large developments are opposed by 80%. Q12 shows that affordable housing to own/part own is the most favoured tenure with 75% support. The Neighbourhood Plan is not consulting on preferred sites at this stage, and site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
161	Don't know						
162		No more houses where new shop is being built. Bend in road is dangerous. An accident WILL happen.	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. When appropriate, road safety improvements can be linked to developments (reduced speed limits, signage, or junction improvements etc.).	Workshop	NPSG	
163	Don't know						
164							

Q17 Site Selection

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
165	Agree	Keep the village as a nuclear village i.e. new development near to shop and other facilities not at edges of the village e.g. Rudby, Skutterskelfe and site near Sexhow Lane.	Yes	Q15 shows that 60% oppose village edge/greenfield sites. However, the Steering Group views it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development. The response to Q16 ranked "close to village services" as the least important out of 8 criteria. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
166	Agree						
167	Agree	Keeping the natural 'village' feel is most important and has always been so important to Hutton Rudby. Discreet and well planned building is important.	Yes	Q19 shows 83% support for the Neighbourhood Plan incorporating design preferences "to encourage development to be sympathetic to the character of the village". It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	
168	Agree						
169	Agree						
170	Agree						
171	Agree						
172							
173	Agree						
174	Agree						
175	Agree						
176	Agree						
177	Agree						
178	Agree						
179							
180	Agree						
181	Agree						
182	Agree						
183	Agree						
184	Agree	Interfere as little as possible with existing 'rights of way' and way-marked footpaths.	Yes	Q6 shows 96% value footpaths as important facilities for leisure and recreation, and Q16 shows good footpath connections are an important site selection criteria for 85%.	None		
185	Agree						
186	Agree	Careful development can still protect vistas and the landscapes around the village. 'Small and low height' should prevail.	Yes	Q16 shows landscape/vistas are important for 84%, and Q20 shows that 88% identify building height as an important design criteria.	None		
187	Agree						
188	Agree	Should have minimum impact on current housing. Should affect as few of the current houses as possible.	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but it is envisaged that impact on neighbours and the wider community would be a consideration.	Workshop	NPSG	
189	Agree						
190	Agree	Rudby Bank increasingly is a problem for traffic, it needs traffic lights. It's an accident waiting to happen.	No	Opinion on traffic lights is divided with 40% opposing and 34% supporting. NYCC (our Highways Authority) state that "Traffic signals and pedestrian crossings are expensive and the cost of surveying the proposed site is also very high." They also state that "We are unlikely to authorise requests that are not supported by the parish or town council." The Steering Group will ask RPC for their view on installing traffic lights at this location.	Refer	RPC	Parish Council does not support the siting of traffic lights on Hutton Bank.
191	Disagree						
192	Agree						
193	Agree						
194		The criteria close to village services there a very few potential sites that are close to village services	Yes	Q16 responses rated this the least important (62%) of the 8 criteria listed.	None		

Q17 Site Selection

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
195	Agree	Sites should affect minimum existing properties	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but it is envisaged that impact on neighbours and the wider community will be a consideration in line with National policy.	Workshop	NPSG	
196	Don't know						
197	Agree	Fits in with needs of parish to create sustainable village plan with limited 'single' impact on existing housing and village environment i.e. not oversize	Yes	Hambleton's Local Plan sets the amount of development and has proposed 70 homes. Q15 shows that 80% oppose larger sites and 67% support smaller sites. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
198	Agree						
199	Agree						
200	Agree						
201	Agree						
202	Agree						
203	Agree						
204	Agree						
205	Agree						
206	Agree						
207	Agree						
208	Agree						
209	Agree	Although under the new plans there will be no village boundaries, extending the village beyond the current limits in an ad hoc fashion look unsightly and can become 'the thin end of the wedge' and lead to further development.	Yes	One of the main purposes of the Neighbourhood Plan is to accommodate development in a way that the community sees as "best". Q16 shows that 81% think that having strong boundaries which create natural limits to site expansion is important. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
210	Agree	The green belt commitment should be sacrosanct.	Yes	Green Belt has a specific meaning in planning, and there is no Green Belt in the Parish. It is, therefore, assumed that the comment refers to greenfield sites. Q15 shows that 60% oppose village edge/greenfield sites, however, the Steering Group views it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
211	Agree						
212	Agree	Avoid Areas of Sensitivity as defined in Hutton Rudby Settlement Character Assessment. A criterion should be included to preclude the allocation of sites designated as such.	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria which will be used has not yet been determined, but it is envisaged that the Settlement Character Assessment (expanded to include the full settlement area) will be a consideration.	Workshop	NPSG	
213	Agree						
214	Agree						
215	Agree						
216	Don't know						
217	Agree						
218	Disagree	The large sites suggested by some developers would overwhelm the village and destroy its character.	Yes	The amount development proposed by Hambleton through the Local Plan is 70 homes over approximately 17 years. Responses to Q15 show 67% support smaller sites and 80% opposition to larger sites.	None		
219	Agree						
220	Don't know						
221	Agree	Maybe necessary to extend village boundaries to accommodate some small developments.	Yes	Q15 shows that 60% oppose village edge/greenfield sites, however, the Steering Group views it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development and extension of village boundaries.	None		
222	Agree						

Q17 Site Selection

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
223	Agree	Please refer to previous comments which will include this section.	No	Noted	None		
224	Agree	It is important not to destroy what is left of the green spaces within the existing village boundary by carrying on with infill. I realise that this means extending the village limits but, with proper landscaping, this need not be so obtrusive as to be unacceptable. It would mean taking mre land than the minimum but that would be a small price to pay for retaining the character of the village	Yes	Q15 shows that there is a significant minority (24%) opposing infill. Q32 shows that character issues such as impact on the conservation area 89%, on green spaces 93%, and on historic buildings (89%) are important for many people. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
225	Agree						
226	Agree						
227	Agree						
228	Agree						
229	Agree						
230	Agree						
231	Agree						
232	Agree						
233	Disagree						
234	Agree						
235	Agree						
236	Agree						
237	Agree						
238	Agree	Should be close to new village shop AND school to reduce increase in traffic and parking in village.	Yes	Close to services is important for 62%, but is the lowest ranked criteria in Q16. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
239	Agree	Ideally development should be as close as possible to Village shop and school	Yes	Close to services is important for 62%, but is the lowest ranked criteria in Q16. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
240	Agree						
241	Agree	None	No	Noted	None		
242	Agree						
243	Agree						
244	Agree						
245							
246	Agree	Respect for natural boundaries is important. Ensuring the site is appropriate for the type of development, i.e. don't put housing out of the village for those who don't drive. Extending and infilling to existing sites is preferable.	Yes	Q16 shows that 81% see strong boundaries which create natural limits to site expansion as important. Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria which will be used has not yet been determined, and it is recognised that type of development may be a significant factor.	Workshop	NPSG	
247	Agree						
248	Agree						
249	Agree	All criteria I have evaluated as very important are on the basis of health and safety principles.	Yes	Noted.	None		
250	Agree						
251	Agree	Protecting the character and setting of listed buildings is very important	Yes	Q32 shows that impact on listed/historic buildings is important to 87%. It is intended that this issue will be addressed through a Settlement Character Assessment (expanded to include the whole settlement area) developed in conjunction with HDC.	Workshop	NPSG	
252	Agree						
253	Don't know						
254	Agree						
255	Agree						
256	Agree						
257	Agree	Site allocation should be spread around the village to even out the inevitable major disruption to quality of life of those close to the developments.	Yes	Q15 shows that 67% support distributing development around the village. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	

Q17 Site Selection

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
258	Agree						
259	Agree	Historical significance	Yes	Q32 shows that impact on listed/historic buildings is important to 87%. It is intended that this issue will be addressed through a Settlement Character Assessment (expanded to include the whole settlement area) developed in conjunction with HDC.	Workshop	NPSG	
260	Agree						
261	Agree						
262	Agree						
263	Agree	Village size as one approaches by main roads should be not obviously increased - eg developments should be sited so as not to stare the incomer in the face. Developments need to accommodate reality of car ownership and pedestrians/cyclists and mobility scooters!	Yes	Q16 shows that Landscape/vista impact is an important site selection criteria for 84%, while good access to road network is important to 82% and good footpath connections is important to 85%. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
264	Agree						
265	Agree						
266	Agree	I believe that new build and developments should be across the Parish and not in Hutton Rudby. We already have a fusion of Rudby and Hutton. I would not like to see the Hutton Rudby village boundaries spread further out which would increase the landmass developed in the village. Although this might not be popular with others outlying hamlets of neighbouring villages may be more sustainable with small build communities.	Yes	The Neighbourhood Plan can only deal with development within its designated area, which is the four parishes (Hutton Rudby, Rudby, Middleton and Skutterskelfe) covered by Rudby Parish Council. Q15 shows that distribution around the Parish is supported by 71%. Sites in the Hutton Rudby/Rudby village area are considered by Hambleton to be the most sustainable locations due to proximity local services, and all of the sites offered are near the village. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
267	Agree						
268	Agree						
269	Agree						
270	Agree	Protect the character and setting of listed buildings	Yes	Q32 shows that impact on listed/historic buildings is important to 87%. It is intended that this issue will be addressed through a Settlement Character Assessment (expanded to include the whole settlement area) developed in conjunction with HDC.	Workshop	NPSG	
271	Don't know						
272	Agree						
273	Agree						
274	Agree						
275	Agree	Sites should be complementary to, not extensions to, the village. Ideally smaller, inclusive sites.	Yes	Q15 shows that 59% support infill sites, 67% support smaller sites, and 60% oppose village edge/greenfield sites. However, the Steering Group view it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development and extension of village boundaries. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
276	Agree						
277	Agree						
278	Agree	Keep the village boundaries, use in-fill. This is a village NOT a commuter town as it will turn into.	Yes	Q15 shows that 59% support infill sites, 67% support smaller sites, and 60% oppose village edge/greenfield sites. However, the Steering Group view it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some greenfield development and extension of village boundaries. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
279	Agree						
280	Agree						
281	Agree	Publicised meetings for residents to attend - keep village smal	Yes	Neighbourhood Plan meetings are publicised by email (330 people have subscribed to the mailing list - contact allansmortimer@aol.com to be added), through the Parish Noticeboards, and the Neighbourhood Plan Website (http://plan.rudbyparishcouncil.org.uk/wp/). Leaflets have been distributed to publicise key events.	None		

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
282	Agree						
283	Agree						
284	Disagree						
285							
286	Agree	Do not select sites that will result in additional traffic volume onto Rudby Bank, which is already too busy and difficult to negotiate.	Yes	Residents make regular journeys to/from local services, Stokesely, Northallerton, and Teesside. Some proportionate increase in traffic flows on Rudby Bank is likely to occur wherever the development is located. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
287	Agree						
288	Agree						
289							
290	Agree						
291	Agree	Easy access for elderly population (growing), increased pushchair users and eventual schoolchildren from any new housing development - accessing shop, doctor's surgery and school preferably without needing a vehicle to get there, minimising traffic and increasing safety on roads.	Yes	Close to village services was the lowest ranked of 8 criteria in Q16. However, the Steering Group recognise that it is of greater significance for some groups than others. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
292	Agree						
293	Agree	Development of buildings/extensions to create additional accommodation should be given careful consideration as this is often a way of extended families being able to be accommodated and also young local people getting the chance to stay in the parish.		Permitted development rights and Local Plan policies include provision for these sorts of developments. Consideration will be given to whether these are sufficient for local needs.	Workshop	NPSG	
294	Agree						
295	Agree						
296	Agree						
297	Agree						
298	Agree						
299	Agree						
300	Agree						
301	Agree	Agree with HDC	Yes	As clearly stated in the Questionnaire, we are not consulting on preferred sites at this stage. This will follow a structured site selection process and the Neighbourhood Plan preferred sites may be different to those proposed by Hambleton.	None		
302	Agree						
303	Agree						
304	Agree						
305	Agree						
306	Agree						
307	Agree	Build elsewhere.	Yes	The amount of development is set by the Local Plan, and the Neighbourhood Plan must make provision for the 70 homes Hambleton propose to allocate for the Parish.	None		
308	Agree	As already stated, I oppose all large scale house building in the village. Building should be restricted to small sites of not more than 4-5 houses.	Yes	The amount of development is set by the Local Plan, and the Neighbourhood Plan must make provision for the 70 homes Hambleton propose to allocate to the Parish. Restricting site sizes to 4-5 houses would require around 15 sites. Sites of up to 5 homes do not have to make an affordable housing contribution (for which there is evidence of local need), and Q12 shows affordable housing is supported by 75%. Finding sufficient numbers of small sites while still achieving a balanced housing mix would be very challenging.	None		
309	Agree						
310	Agree						
311	Agree						
312	Agree	Most sites will have to be a compromise but should try and avoid increased traffic through village for school etc.	Yes	Close to services is important for 62%, but is the lowest ranked criteria in Q16. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
313	Agree						

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
314	Agree						
315	Agree						
316	Agree						
317	Agree						
318	Agree						
319	Agree	Due to the narrow bottle neck at the Bay Horse, any further developments should be sited west of Hutton toward the A19 main route. Traffic through Hutton Rudby village will increase due to development in Stokesley (especially Stokesley Grange) and any development east of Rudby will raise traffic flows as most traffic heads towards the A19 to then head north to the main employment/economic areas. Crathorne Parish will be affected by this but whether developments are east or west of Hutton/Rudby the traffic will still drive through Crathorne. Is a new route/bypass required to support local development?	Yes	Sites located on the West side of Hutton Rudby would also increase traffic flows through the village past the Bay Horse as Stokesley is a local employment centre, the location of the secondary school, and the nearest market town. NYCC Highways did not raise any capacity concerns in relation to planning application 16/00633/OUT for 56 houses at Belbrough Lane in 2016, or for planning application 16/01836/FUL for 25 houses at the Wickets. Information submitted by the Wickets developer states that Garbutts Lane "would operate significantly under capacity". According to the developer, average weekday traffic flows were 948 vehicles per day westbound and 964 vehicles per day eastbound and they state the road capacity as 1,110 vehicles per hour. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
320	Agree	Preferred site for development - off Garbutts Lane S/073/001. Least preferred Station Lane.	Yes	As clearly stated in the Questionnaire, we are not consulting on preferred sites at this stage. This will follow a structured site selection process and the Neighbourhood Plan preferred sites may be different to those proposed by Hambleton.	None		
321	Agree						
322	Agree	Sites to be evenly dispersed around village to ensure 'organic' growth and retain shape - not to have all development in one area as at present.	Yes	Q15 shows that 67% support disributing development around the village. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
323	Agree						
324	Agree						
325	Agree	Flood risk and the impact on existing homes on the fringe of any proposed development must be taken into consideration. Development must be 'sensitive' and not 'cram' as many houses into these sites just for profit.	Yes	Q16 shows that flood risk is an important issue for 95%. Q20 shows that 91% view housing density as an important criteria, and Q19 shows that 83% support setting design preference to encourage development sympathetic to the character of the village. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
326	Agree						
327	Agree						
328	Agree						
329	Agree						
330	Agree						
331	Agree						
332	Agree	In order for the village to 'retain its unique identity' it is vital that the visual amenity of the village is preserved.	Yes	Q19 shows that 83% support setting design preference to encourage development sympathetic to the character of the village. Q32 shows character attributes such as Conservation area (important to 89%), Landscape (important to 89%), and Historic buildings (important to 87%) are valued. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
333	Agree						
334	Agree						
335	Agree						
336		re Q3 Vision Statement: before 'unique identity' of the village	Yes	Do not understand the comment.	None		
337	Agree	We must resist developers trying to shoehorn far too many houses on small plots of land. Their motives are not driven by anything other than greed.	Yes	Q20 shows that 91% view housing density as an important criteria, and Q19 shows that 83% support setting design preference to encourage development to be sympathetic to the character of the village.	Workshop	NPSG	
338	Agree						
339	Agree						
340	Agree						
341	Agree						

Q17 Site Selection

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
342	Agree						
343	Agree						
344	Agree						
345	Agree						
346	Agree						
347	Agree	Large developments will place a strain on the current road facilities, the preferred site along with the current planning proposal added to the current development and Spar will result in 96 houses (potentially 150 more cars) all using Garbutts Lane.	Yes	Q15 shows that large sites are opposed by 80%, and that 67% support distributing development around the village. Information submitted by the developer of the Wickets asserts that Garbutts Lane is operating within capacity, but NYCC Highways have not yet submitted their comments. The Steering Group will take note of any issues they raise so that they can be considered within the site selection process.	Workshop	NPSG	
348	Agree	Avoiding major hazards is too vague a term. The HSE guidelines should be followed, otherwise the question is meaningless. The questions on Landscape/Vistas and Strong boundaries are also too vague to be meaningful.	Yes	The Steering Group are satisfied that simple criteria descriptions were appropriate for the questionnaire where the purpose was to determine community views on relative importance. The 3 criteria mentioned opposite were all rated as important by over 80% of respondents to Q16. However, more specific definitions will be needed when applying criteria within a site selection process. For the pipeline, HSE guidance sets the minimum standard, but in safety related issues if alternatives are available, the application of the precautionary principle is often appropriate (i.e. zero risk is preferable to low risk).	Workshop	NPSG	
349	Agree						
350	Agree						
351	Agree						
352	Agree						
353	Agree						
354	Agree						
355	Agree						
356	Agree	New sites will take away the village feel and overuse the limited services. There are hundreds of new houses in Stokesley and Kirklevington/Worsall available.	Yes	The amount of development in progress or planned in the wider area has no bearing. The amount of development that the Neighbourhood Plan must accommodate within the Parish is set by Hamblton's Local Plan.	None		
357	Agree						
358	Agree	The small development opposite Cricket Club is a role model for the size of future development.	Yes	Noted	None		
359	Don't know						
360	Agree						
361	Agree						
362	Agree						
363	Agree						
364	Agree						
365	Agree						
366	Agree						
367	Agree						
368	Agree						
369	Agree						
370	Agree	People in village at present need to remember many of them are living in areas previously undeveloped and to consider village needs zone development to prosper and maintain facilities people think are important.	Yes	Noted. Appropriate development can help sustain important local services such as the School, GP, and village shop. The Neighbourhood Plan must accommodate the amount of development proposed in the Local Plan.	None		
371	Agree	I have a problem with the sites selected in the Local Plan. Belbrough Lane should not have been selected. Nearly 300 people said as much. Additionally, why has the 'Rudby' part of the village been excluded.	Yes	As clearly stated in the Questionnaire, we are not consulting on preferred sites at this stage. This will follow a structured site selection process and the Neighbourhood Plan preferred sites may turn out to be different to those proposed by Hambleton.	Workshop	NPSG	
372	Agree						
373	Agree						
374	Agree						

Q17 Site Selection

ID No	Opinion on Vision	Consultee Comment on Site Selection (Q17)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
375	Agree	Any large scale expansion of particular sites will put pressure on resources e.g. school, surgery and create greater traffic management issues.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Refer	GP & School	
376	Agree						
377	Agree						
378	Agree						
379	Disagree						
380	Agree						
381	Agree	Any site chosen should have minimum impact on the quality of life of villagers already there!	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but it is envisaged that impact on neighbours and the wider community would be a consideration.	Workshop	NPSG	
382	Agree						
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know						
388							
389	Agree						
390	Don't know						
391	Agree						
392	Agree						
393	Agree						
394	Agree						
395	Agree						
396	Agree						
397	Agree						
398	Disagree	Little infill remains in village - will school need to be moved?	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan. The Steering Group view is that until/unless a project is initiated by the school, any attempt to allocate a site would be premature. Consideration could be given to the most appropriate use of the current school site should it ever be vacated.	Refer	School	
399	Agree						
400	Agree						
401	Agree						

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree						
4	Don't know						
5	Agree						
6	Agree						
7	Agree						
8	Agree						
9	Agree						
10	Agree						
11	Agree						
12	Agree						
13	Agree	A new primary school repositioned at edge of village where station lane meets Enterpen would facilitate a large site for development at Langbaugh Road. It would allow future proofing size of primary school and eliminate the traffic chaos caused by school run car dropping off, housing would be central to village with good access for local services.	Yes	The Steering Group intend to seek views from the GP & School about any capacity issues which might arise from the proposed scale of development. However, any project to relocate the school would have to be initiated by the school/education authority, and choice of site would be primarily driven by their requirements. The Steering Group view is that until/unless a project is initiated by the school, any attempt to allocate a site would be premature. Consideration could be given to the most appropriate use of the current school site should it ever be vacated.	Refer	GP & School	
14	Agree						
15	Agree						
16	Agree						
17	Disagree						
18	Agree						
19	Agree						
20	Agree						
21	Don't know						
22	Agree						
23	Agree						
24	Agree						
25	Agree	No.	Yes	Noted	None		
26	Agree						
27	Agree						
28	Agree						
29	Agree						
30	Agree						
31	Agree						
32	Agree						
33	Agree						
34	Agree						
35	Agree	Land west of the bridge by the river if adequate flood defences.	Yes	The Steering Group note that this land was not put forward by the owner during Hambleton's call for sites. Much of it is classified as Flood Zone 3 (the most at risk category), it lies within the Conservation Area, within a Green Infrastructure corridor, and is near the Grade 1 listed Parish Church. Enquiries will be made to determine whether the site owner is interested in developing the site.	Get Data	NPSG	
36	Disagree						
37	Agree						
38	Agree						
39	Agree						
40	Disagree						
41	Agree						
42	Agree						
43	Agree	No	Yes	Noted	None		
44	Agree						

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
45	Agree	Middleton Road Nurseries and Infill on Blue Barn Lane next to Blue Barn Cottage.	Yes	The Steering Group notes that this land was not put forward by the owner during Hambleton's call for sites. The Trans Pennine Ethylene Pipeline passes close to this site, with the edge of the outer zone running South of a line from Kings Ryde to Mires End. The site lies within the Green Infrastructure Corridor. Enquiries will be made to determine whether the site owner is interested in developing the site.	Get Data	NPSG	
46	Agree						
47	Agree						
48	Agree						
49	Agree						
50	Agree						
51	Agree						
52	Agree						
53	Don't know						
54	Agree						
55	Disagree						
56	Agree						
57	Agree	No	Yes	Noted	None		
58	Agree						
59	Agree	No	Yes	Noted	None		
60	Agree	All the potential infill sites within the village. HBC have also refused permission for back garden developments on the extremely large gardens there are within the village. A policy on back garden developments should be included in any Village Development Plan.	Yes	Sites inside the development boundary are in effect already allocated, so did not need to be put forward through Hambleton's call for sites. Development of such infill sites may be subject to various constraints such as being part of the Conservation Area, but the reason they have not been developed may simply be that the owners do not wish to do so. Hambleton policies permit back garden development on suitable plots subject to a variety of considerations. The Neighbourhood Plan could give an indication on whether this was a favoured or unfavoured form of development, but consultation would be required to determine community preferences.	Workshop	NPSG	
61	Agree	No, there are sufficient options available in the Call for Sites, but the Neighbourhood Plan should decide on the best locations.	Yes	Noted. All sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	None		
62	Agree	There are plenty of in-fill sites which do not seem to have been considered. Why not?!	Yes	Sites inside the development boundary are in effect already allocated so did not need to be put forward in Hambleton's call for sites. Development of such infill sites may be subject to various constraints such as being part of the Conservation Area, but the reason they have not been developed may simply be that the owner does not wish to do so. A number of possibilities have been suggested in response to this question. The first stage in consideration of these will be to determine whether the site owner is interested in developing the site.	None		
63	Agree	We should examine possibilities for small developments (order 5 - 10 houses) within the village and in Rudby.	Yes	A number of possibilities have been suggested in response to this question. The first stage in consideration of these will be to determine whether the site owner is interested in developing the site.	Get Data	NPSG	
64	Agree	No	Yes	Noted	None		
65	Agree	No	Yes	Noted	None		

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
66	Don't know	Those in & around the centre of the village. behind South (the allotments could move to the edge of the village as almost all the users come by car), North Side, where the school is & build a new one on the edge of the village with better access & parking.	Yes	The Steering Group will ask the Parish Council (who control the allotments) for their views on relocation, but it is noted that the allotments lie within the Conservation Area, access through Goldie Hill could be problematic, and that a suitable alternative piece of land would have to be acquired. The land behind Northside lies outside the current development boundary and the owners did not put it forward during the call for sites. It is also noted that this land lies inside the Conservation Area. The Steering Group intend to seek views from the GP & School about any capacity issues which might arise from the proposed scale of development. However, any project to relocate the school would have to be initiated by the school/education authority, and choice of site would be primarily driven by their requirements. The Steering Group view is that until/unless a project is initiated by the school, any attempt to allocate a site would be premature. Consideration could be given to the most appropriate use of the current school site should it ever be vacated.	Refer	GP & School	
67	Agree						
68	Agree	Use current allotment site for building development and relocate allotments to edge of village. Develop the area around the tennis courts into a common sports facility by using the land to the rear for cricket, football, indoor sports, social facility etc. with lighting and all weather/indoor facilities. The existing cricket pitch and kickabout could then be used for building development.	Yes	The Steering Group will ask the Parish Council (who control the allotments) for their views on relocation, but it is noted that the allotments lie within the Conservation Area, and access through Goldie Hill could be problematic. A common sports facility of the sort described would be an ambitious project requiring substantial funding, and the agreement / co-operation of a large number of parties. The Steering Group will make some enquires to see if there is any interest from the relevant parties.	Refer	RPC	The allotments are in a good location in the middle of the village.
69	Agree						
70	Agree						
71	Agree	Ideally not given comments re: Primary school above, but Flagpole field would seem an obvious alternative.	Yes	The owners of the "Flagpole Field" have recently obtained planning permission for a single dwelling for their own use on this site. It lies within sites S/073/003 and S/073/011 which were put forward during Hambleton's call for sites. All sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	None		
72	Agree						
73	Agree						
74	Agree						
75	Agree						
76	Agree						
77	Agree						
78	Agree						
79	Agree						
80	Agree						

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
81	Agree	Before the community embarks on Q17 comment it needs to look at ALL sites. This may appear as daunting at first instance but by doing so any prejudice,preconceived solutions etc will be removed. Some of these options can be relatively quickly dismissed by an initial option appraisal in this planning round but not given the status of perpetual protection. Accordingly locations such as Honeyman's field & the Allotments currently given the status of 'green lung' should be considered. If the village is moving then maybe in time so does the lung. The field opposite the Church where a stable has been recently built should also be considered. This would help combine the two sides of the community & if we look back in time then the meadow that Levendale was built on must have been very similar. Overall I am surprised by the Local Plan site choice whereby certain sites were given a tick & others a cross yet they appeared to be so similar as to be identical. I have commented on this in the Local Plan. There is one site given a tick which I believe is an incorrect decision.This is the site which earlier this year really focused the community in objecting to the planning application. Why has HDC ignored this community view ?	Yes	1) Honeyman's field lies outside the current development boundary, and lies within the Conservation Area and Green Infrastructure Corridor. It is noted that the owners did not submit it for consideration during Hambleton's call for sites, which may indicate that they do not wish to develop it. The Steering Group will make enquiries. 2) The Steering Group will ask the Parish Council (who control the allotments) for their views on relocation, but it is noted that the allotments lie within the Conservation Area, access through Goldie Hill could be problematic, and that a suitable alternative piece of land would have to be acquired. 3) The Steering Group note that the field opposite the church was not put forward by the owner during Hambleton's call for sites. Much of it is classified as Flood Zone 3 (the most at risk category), it lies within the Conservation Area, within a Green Infrastructure corridor, and is near the Grade 1 listed Parish Church. 4) The Neighbourhood Plan is not bound by HDC Local Plan preferred sites, and can propose alternatives which would replace Local Plan preferred sites. No areas have been ruled out by the Neighbourhood Plan. Site selection will be carried out through a structured process involving workshops and further consultation.	Refer	RPC	The allotments are in a good location in the middle of the village.
82	Agree						
83	Agree						
84	Agree						
85	Agree						
86	Agree						
87	Agree						
88	Agree						
89	Agree						
90	Agree						
91	Agree	The site that sits behind Site 23	Yes	This is assumed to be a reference to the plot at 23 Enterpen. Planning permission has been granted (14/00765/FUL) and cannot be overturned by the Neighbourhood Plan. Ultimately it is the owners decision on when or if to develop the site in accordance with the approved plans.	None		
92	Agree						
93	Agree						
94	Agree						
95	Agree						
96	Agree						
97	Agree						
98	Agree	Any sites currently having planning permission for development, but not yet started, should be reviewed/reconsidered in the context of the new Neighbourhood Plan. As an example, the site on Enterpen opposite 'Prestons' field, which has planning permission, but after demolition has laid dormant now for a couple of years, would be ideal for to accommodate a small scale affordable development close to the centre of the village.	No	Planning permission which has been granted cannot be overturned by the Neighbourhood Plan. Ultimately it is the owners decision on when or if to develop a site in accordance with approved plans.	None		
99	Agree						
100	Agree						
101	Agree						
102	Agree	No	Yes	Noted	None		
103	Agree						
104	Don't know						
105	Agree						
106	Agree	No.	Yes	Noted	None		

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
107	Agree	Land in close proximity to the Paddocks where there would be less impact on current neighbouring properties, less impact on greenfield areas/vistas.	Yes	Paddocks End is bounded on the West by site S/073/001 and to the South by S/073/006 and S/073/012. These and all other sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	None		
108	Agree						
109	Agree	Yes the current allotments could be built upon and the area behind the demolished house (which backs onto this piece of land) and from the hammer head off westerholme. This is a substantial piece of land which would provide a discreet and compact development close to facilities. The allotments could then be relocated to the land next to the play area / trim trail or next to / behind the Paddocks, as this would soften the village boundary. Presumably the allotments is parish / council land so could be brought forward as a community led development. NB allotments can be moved so long as there is no net loss of space.	Yes	The Steering Group will ask the Parish Council (who control the allotments) for their views on relocation, but it is noted that the allotments lie within the Conservation Area, access through Goldie Hill could be problematic, and that a suitable alternative piece of land would have to be acquired. Access other than through Goldie Hill, and development of any land other than the allotments would also require the consent of the relevant landowners.	Refer	RPC	The allotments are in a good location in the middle of the village.
110	Agree						
111	Agree						
112	Agree						
113	Agree	North of Stokesley Road bounded on the West by Middleton Road, The Allotment Area at Goldie Hill, South of Belbrough lane enclosing the ,at present ,remote recreation area	Yes	The Steering Group will ask the Parish Council (who control the allotments) for their views on relocation, but it is noted that the allotments lie within the Conservation Area, access through Goldie Hill could be problematic, and that a suitable alternative piece of land would have to be acquired. Access other than through Goldie Hill, and development of any land other than the allotments would require the consent of the relevant landowners. Sites S/125/003 and S/125/005 lie between Stokesley Road and Middleton Road, and sites S/073/009 and S/073/010 enclose the recreation area at Belbrough Lane. These and all other sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	Refer	RPC	The allotments are in a good location in the middle of the village.
114	Agree						
115	Agree						
116	Agree						
117	Agree						
118	Agree						
119	Agree	The land between Langbaugh Road and Paddocks End seem to be ideal as future infill site.	Yes	Sites S/073/001, S/073/005, S/073/006 and S/073/012 cover the area between Langbaugh Road and Paddocks End. These and all other sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	None		
120	Agree	Rudby/Blue Barn Lane should receive a share of the housing in order to maintain an even distribution	Yes	The Trans Pennine Ethylene Pipeline acts as a significant constraints to Westward development along Blue Barn lane beyond the current edge of the settlement. There may be some opportunities for infill on the North side of Blue Barn Lane between the junction with Middleton Road and Kings Ryde, but it is noted that the owners did not submit this land during the call for sites. Sites S/125/001, S/123/002, S/125/003 and S/125/05 all lie within Rudby. These and all other sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	None		
121	Agree						
122	Agree						
123	Agree	No	Yes	Noted	None		
124	Agree						
125	Agree						
126	Agree						

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
127	Agree	I lived within the constraints of the National Parks and it was a good thing!! Stopped brash, ugly things happening.	Yes	Noted	None		
128							
129	Don't know						
130	Agree						
131	Agree						
132	Agree						
133	Agree						
134	Agree						
135	Agree						
136	Agree						
137	Agree						
138	Agree						
139	Agree						
140	Agree						
141	Agree						
142	Agree						
143	Agree						
144	Agree						
145	Agree						
146	Agree						
147	Agree						
148	Agree	Yes, leave more lights on	No	This is assumed to be a reference to current street lighting which is not a Neighbourhood Plan issue. The comment will be forwarded to the Parish Council for consideration	Refer	RPC	This was a decision of Hambleton District Council. It stops light pollution.
149	Agree						
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree	No. They are well thought out for the time being.	Yes	Noted	None		
155	Agree						
156	Agree						
157	Agree						
158	Agree	I haven't the information to make such a choice/decision. So answer 'don't know'	Yes	Noted	None		
159	Agree						
160							
161	Don't know						
162		Middleton Road and area on the left, towards Stokesley (opp farm) and before holiday homes area.	Yes	Site S/125/005 lies on the East side of Middleton Road and site S/125/003 lies on the North side of Stokesley Road at the edge of Rudby. These and all other sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	None		
163	Don't know						
164							
165	Agree	All the INFILL sites which are not listed.	Yes	Sites inside the development boundary are in effect already allocated, so did not need to be put forward through Hambleton's call for sites. Development of such infill sites may be subject to various constraints such as being part of the Conservation Area, but in many cases the reason they have not been developed may simply be that their owners do not wish to do so. A number of possibilities have been suggested in response to this question. The first stage in consideration of these will be to determine whether the site owner is interested in developing the site.	Get Data	NPSG	

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
166	Agree						
167	Agree						
168	Agree						
169	Agree						
170	Agree						
171	Agree						
172							
173	Agree						
174	Agree	Re-generate derelict sites	Yes	The Steering Group assume that this is a reference to Honeyman's Butcher shop on North Side, and Blue Barn Nurseries. Enquiries will be made with the respective owners to determine whether they have any intentions to (re)develop these sites.	Get Data	NPSG	
175	Agree						
176	Agree						
177	Agree						
178	Agree						
179							
180	Agree						
181	Agree	The gaps on north side of Blue Barn Lane. The land adjacent to the Leven opposite Levenside looks very scrubby. Not suitable for building but has it got other potential?	Yes	There may be some opportunities for infill on the North side of Blue Barn Lane between the junction with Middleton Road and Kings Ryde. However, the Steering Group note that the owners did not submit this land during the call for sites. Enquiries will be made to determine whether there is any interest.	Get Data	NPSG	
182	Agree						
183	Agree						
184	Agree						
185	Agree						
186	Agree	Yes	Yes	Noted	None		
187	Agree						
188	Agree	On Enterpen - site where bungalow has been demolished, opposite Preston's field. Top of Wynd Close, through to allotments.	Yes	The Steering Group will ask the Parish Council (who control the allotments) for their views on developing the allotment site, but it is noted that the allotments lie within the Conservation Area, access through Goldie Hill could be problematic, and that a suitable alternative piece of land would have to be acquired to replace the allotments. Development of any other land in this area would be a matter for the various owners.	Refer	RPC	The allotments are in a good location in the middle of the village.
189	Agree						
190	Agree						
191	Disagree						
192	Agree						
193	Agree						
194							
195	Agree						
196	Don't know						
197	Agree						
198	Agree						
199	Agree						
200	Agree						
201	Agree						
202	Agree						
203	Agree						
204	Agree						
205	Agree						
206	Agree						
207	Agree						
208	Agree						

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
209	Agree	Ribbon development off the Blue Barn Lane site as opposed to developing the whole site.	Yes	The Trans Pennine Ethylene Pipeline acts as a significant constraint to Westward development along Blue Barn lane beyond the current edge of the settlement.	None		
210	Agree	Ribbon development at the sides of Blue Barn Lane.	Yes	The Trans Pennine Ethylene Pipeline acts as a significant constraint to Westward development along Blue Barn lane beyond the current edge of the settlement. There may be some opportunities for infill on the North side of Blue Barn Lane between the junction with Middleton Road and Kings Ryde. However, the Steering Group note that the owners did not submit this land during the call for sites. The first stage in consideration of this suggestion will be to determine whether the site owner is interested in developing the site.	Get Data	NPSG	
211	Agree						
212	Agree	N/A	Yes	Noted	None		
213	Agree						
214	Agree						
215	Agree						
216	Don't know						
217	Agree						
218	Disagree	Strip to the North side of Blue Barn Lane, between King's Ryde and Middleton Road.	Yes	The Trans Pennine Ethylene Pipeline acts as a significant constraint to Westward development along Blue Barn lane beyond the current edge of the settlement. There may be some opportunities for infill on the North side of Blue Barn Lane between the junction with Middleton Road and Kings Ryde. However, the Steering Group note that the owners did not submit this land during the call for sites. Enquiries will be made to determine whether the owner is interested in developing the site.	Get Data	NPSG	
219	Agree						
220	Don't know						
221	Agree						
222	Agree						
223	Agree						
224	Agree	Not sure if the land along Crathorne Road would be sufficient to accommodate a new school but if not then that would be the sensible location for school and new housing thus keeping the central village character unharmed by large traffic volumes.	Yes	The land on the South side of Garbutts Lane (S/073/001) was offered in the original call for sites and some additional land slightly further west (around Marwin) was submitted more recently. These and all other sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan. Development on the North Side of Garbutts Lane beyond the cricket pitch is constrained by the Trans Pennine Ethylene Pipeline which runs almost parallel to the road in this area. The Steering Group intend to seek views from the GP & School about any capacity issues which might arise from the proposed scale of development. However, any project to relocate the school would have to be initiated by the school/education authority and choice of site would be primarily driven by their requirements. The Steering Group view is that until/unless a project is initiated by the school, any attempt to allocate a site would be premature. Consideration could be given to the most appropriate use of the current school site should it ever be vacated.	Get Data	GP & School	
225	Agree						
226	Agree	Honeyman's Field	Yes	Honeyman's field lies outside the current development boundary, and lies within the Conservation Area and Green Infrastructure Corridor. It is noted that the owners did not submit it for consideration during Hambleton's call for sites, which may indicate that they do not wish to develop it. The Steering Group will make enquiries.	Get Data	NPSG	
227	Agree						
228	Agree						

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
229	Agree						
230	Agree						
231	Agree						
232	Agree						
233	Disagree						
234	Agree						
235	Agree						
236	Agree						
237	Agree	See previous page!	Yes	Noted	None		
238	Agree						
239	Agree						
240	Agree						
241	Agree						
242	Agree						
243	Agree						
244	Agree						
245							
246	Agree						
247	Agree						
248	Agree	There are some obvious small infill site opportunities across the Parish which could support 1-3 dwellings, these feels like an obvious route to meeting some of the demand	Yes	Noted. The current Local Plan includes policies to facilitate this type of development and similar policies are proposed for the new Local Plan.	None		
249	Agree	No further comment.	Yes	Noted	None		
250	Agree						
251	Agree						
252	Agree	Strip development along Garbutts Lane should be considered as the long term option for this plan and beyond.	Yes	The land on the South side of Garbutts Lane (S/073/001) was offered in the original call for sites and some additional land slightly further west (around Marwin) was submitted more recently. These and all other sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan. Development on the North Side of Garbutts Lane beyond the cricket pitch is constrained by the Trans Pennine Ethylene Pipeline which runs almost parallel to the road in this area.	None		
253	Don't know						
254	Agree	Site of Bluebarn lane adjacent to Kings Mead should have been considered in the call for sites	Yes	The site would have been considered if the owners had submitted it. The fact that they did not may indicate that they do not wish to develop it. The Steering Group will make enquiries.	Get Data	NPSG	
255	Agree						
256	Agree						
257	Agree						
258	Agree						
259	Agree						
260	Agree						
261	Agree	Honeyman's Field	Yes	Honeyman's field lies outside the current development boundary, and lies within the Conservation Area and Green Infrastructure Corridor. It is noted that the owners did not submit it for consideration during Hambleton's call for sites, which may indicate that they do not wish to develop it. The Steering Group will make enquiries.	Get Data	NPSG	
262	Agree						
263	Agree						
264	Agree						
265	Agree						
266	Agree	Development of family small family house on the Stokesley Road which is already a small parish adjoining villages such as Skutterskelfe and other small area to make them sustainable communities. linked by cycle paths and buggy abled/wheelchair/mobility scoters.	Yes	Sites in the Hutton Rudby/Rudby village area are considered by Hambleton to be the most sustainable locations due to proximity local services, and all of the sites offered are near the village. Consequently most development is likely to occur in this area.	None		

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
267	Agree						
268	Agree						
269	Agree						
270	Agree						
271	Don't know						
272	Agree						
273	Agree						
274	Agree						
275	Agree						
276	Agree						
277	Agree						
278	Agree						
279	Agree						
280	Agree						
281	Agree	No, do not want village to get any larger, bought here specifically for size of village	Yes	The Local Plan sets the amount of development and has proposed 70 homes for the Parish. The Neighbourhood Plan must accommodate this.	None		
282	Agree						
283	Agree						
284	Disagree						
285							
286	Agree						
287	Agree						
288	Agree						
289							
290	Agree						
291	Agree						
292	Agree						
293	Agree						
294	Agree						
295	Agree						
296	Agree						
297	Agree						
298	Agree						
299	Agree						
300	Agree						
301	Agree						
302	Agree						
303	Agree						
304	Agree						
305	Agree						
306	Agree						
307	Agree						
308	Agree						
309	Agree						
310	Agree						
311	Agree						
312	Agree						
313	Agree						
314	Agree						
315	Agree	Big housing developments are already underway in Stokesley which is only 4 miles away and in Yarm.	Yes	The Local Plan sets the amount of development and has proposed 70 homes for the Parish. The Neighbourhood Plan must accommodate this, and developments outside the Parish have no bearing.	None		
316	Agree						
317	Agree						
318	Agree						

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
319	Agree						
320	Agree	Site next to Paddocks End.	Yes	Sites S/073/001, S/073/005, S/073/006 and S/073/012 are adjacent to Paddocks End. These and all other sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	None		
321	Agree						
322	Agree	Growth on all sidea of village in an even development.	Yes	Sites submitted through Hambleton's call for sites are located all around the village. All are considered to be candidate sites for the Neighbourhood Plan.	None		
323	Agree						
324	Agree						
325	Agree						
326	Agree						
327	Agree						
328	Agree						
329	Agree						
330	Agree						
331	Agree						
332	Agree						
333	Agree						
334	Agree						
335	Agree						
336							
337	Agree						
338	Agree						
339	Agree						
340	Agree						
341	Agree						
342	Agree						
343	Agree						
344	Agree						
345	Agree						
346	Agree						
347	Agree						
348	Agree						
349	Agree						
350	Agree						
351	Agree						
352	Agree						
353	Agree						
354	Agree						
355	Agree						
356	Agree						
357	Agree						
358	Agree						
359	Don't know						
360	Agree						
361	Agree						
362	Agree						
363	Agree						
364	Agree						
365	Agree						
366	Agree						
367	Agree						
368	Agree						
369	Agree						

Q18 Other Sites

ID No	Opinion on Vision	Consultee Comment on Other Sites (Q18)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
370	Agree						
371	Agree	Similar to Q17, there are sites in Rudby which are just as suitable. However with Spar being relocated is it not feasible to consider Garbutts Lane as the location in which the village should expand. As such, this and subsequent planning cycles can be properly planned with adequate infrastructure.	Yes	No areas have been ruled out by the Neighbourhood Plan. All sites in the Parish submitted through Hambleton's Call For Sites and ongoing consultation process are considered to be candidate sites for the Neighbourhood Plan.	None		
372	Agree						
373	Agree						
374	Agree						
375	Agree	No more sites are needed	Yes	Noted. The Steering Group interpret this comment as meaning that there are sufficient sites to choose from.	None		
376	Agree						
377	Agree						
378	Agree						
379	Disagree						
380	Agree						
381	Agree						
382	Agree						
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know						
388							
389	Agree						
390	Don't know						
391	Agree						
392	Agree						
393	Agree						
394	Agree	Large derelict plot on Enterpen is suitable for retirement bungalows to purchase	Yes	Planning permission has been granted (14/00765/FUL) and cannot be overturned by the Neighbourhood Plan. Ultimately it is the owners decision on when or if to develop the site in accordance with the approved plans.	None		
395	Agree						
396	Agree						
397	Agree						
398	Disagree	North Side Blue Barn Lane (Kings Ryde to Middleton Rd)	Yes	It is noted that the owners did not submit this site for consideration during Hambleton's call for sites, which may indicate that they do not wish to develop it. The Steering Group will make enquiries.	Get Data	NPSG	
399	Agree						
400	Agree						
401	Agree						

Q28 Traffic

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree						
4	Don't know						
5	Agree						
6	Agree						
7	Agree	Regarding future housing developments: they should be kept at the side of the village which gives commuter access to the A19, avoiding the necessity for cars to travel through the village centre.	Yes	Residents make regular journeys to/from local services, Stokesely, Northallerton, and Teesside. Some proportionate increase in traffic flows through the village centre is likely to occur wherever the development is located. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
8	Agree	Too many HGV,s through village.	No	Q23 shows 76% of respondents believed there should be HGV restrictions in the village centre while 6% opposed this view. The comment will be forward to the Parish Council for consideration or escalation to NYCC.	Refer	RPC	This comment can be forwarded to North Yorkshire County Council.
9	Agree						
10	Agree						
11	Agree						
12	Agree						
13	Agree	Speed sensor traffic speed signs at the start of the village should be a permanent fixture	No	The Parish currently has access to two signs which are rotated around three locations. The suggestion to make these permanent will be forwarded to the Parish Council for consideration.	Refer	RPC	They would be less effective if in place permanently.
14	Agree						
15	Agree						
16	Agree	None	No	Noted	None		
17	Disagree						
18	Agree	Although traffic is heavier than it was and there is some speeding, the introduction of fixed measures does more to inconvenience the residents	No	Q23 shows that views on traffic calming are divided with 46% in favour and 35% against.	None		
19	Agree	The public transport links are pretty pathetic and need to be improved if there is going to be more development in the village	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
20	Agree						
21	Don't know						
22	Agree						
23	Agree	I have commented above about exit roads. Speed limits. excessive road furniture and obstructions generally create an illusion of safety but rarely justify the cost/ I have driven for 50 years, frequently doing 60/70 K miles pa and believe road design is the most important contribution to safety.	No	Q22 found speeding within the village and rural areas as important issues for 93% and 90%, respectively, of respondents. Q23 showed 64% of respondent supported reduced speed limits, while traffic calming was supported by 46% of respondents and opposed by 35%.	None		
24	Agree						
25	Agree	Site line restricted when exiting Levendale onto Garbutts Lane. Excessive vehicle speeds entering village on Garbutts lane from Crathorne.	No	Q22 found speeding within the village and rural areas as important issues for 93% and 90%, respectively, of respondents. Q23 showed 64% of respondent supported reduced speed limits, while traffic calming was supported by 46% of respondents and opposed by 35%. Your concerns will be forwarded to the Parish Council who may escalate them to the Police or NYCC.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
26	Agree	It would be nice to see more public footpaths which were pushchair friendly.	No	Q24 showed that 36% considered that footpaths were poor for pedestrians with pushchairs. The comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Any future developments need to incorporate footpaths that are wheelchair and pushchair friendly to improve the connectivity of the village.
27	Agree	Imbalance of street lighting along Garbutts Lane vs other main roads and especially housing estates.	No	Q24 shows that 34% thought that street lighting was good, and 43% thought it was poor. Lighting is the responsibility of Hambleton District Council and North Yorkshire County Council. This comment will be forwarded to Rudby Parish Council requesting escalation to the appropriate authority.	Refer	RPC	Street lights are the responsibility of HDC / NYCC

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
28	Agree	Important to find ways of stopping people (usually visitors from driving over/parking on the grass of the green. Cyclists are a nuisance on roads and a menace on footpaths. They should not be encouraged.	No	(1) Q22 shows parking on pavements/village green was an important issue for 83%. Parking enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration. (2) Q6 indicates that 76% of respondents considered cycle paths/routes as important facilities for leisure and recreation, while Q23 shows 60% supported dedicated cycle routes or lanes where practical. The Highway Code does not restrict the size of groups of cyclists, but does give guidance on considerate and safe behaviour. Enforcement of the Road Traffic Act is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	RPC look after the green and are looking at ways to stop parking on the green and the pavements.
29	Agree						
30	Agree	i think our rural foot paths and bridleways should be better looked after; all weather paths - gravel etc..	No	Maintenance of footpaths and bridleways are the responsibility of landowners or NYCC, but intervention by the Parish Council is often required. This comment will be forwarded to the Parish Council for consideration/escalation.	Refer	RPC	We are in a rural environment. The Parish Council work with the County Council to improve footpaths and are actively working to improve the river footpath.
31	Agree	Public transport links in the village are a joke. Leads to increased isolation. Need to do something to improve safety for cyclists and drivers alike on roads that are also designated cycle routes. Much clearer signing??	No	(1) Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services. (2) Highways including signage are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored. Government have changed the law to make cycling safer.
32	Agree	more buses a top priority	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
33	Agree						
34	Agree	Negative answers on Q24 regarding Mobility Scooters, pushchairs and wheelchairs is due to inconsiderate double parking and parking on pavements.	No	Q22 shows parking in the village centre was an important issue for 81%, and parking on pavements/village green was important for 83%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Yes	RPC	RPC look after the green and are looking at ways to stop parking on the green and the pavements.
35	Agree	There are no particular problems with speeding, lighting, cycling etc. There are parking problems due to the nature of the village. Parking of motorhomes and large vans should be restricted in residential areas. No parking should be allowed at the War Memorial to avoid the danger from bad visibility for vehicles leaving North End.	No	Q23 shows that views on parking restrictions are divided with 47% in favour and 34% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Yes	RPC	RPC look after the green and are looking at ways to stop parking on the green and the pavements.
36	Disagree						
37	Agree						
38	Agree						
39	Agree	Rudby bank is a key issue for cyclists, and those with additional mobility issues - young families and the elderly	No	Noted	None		
40	Disagree						
41	Agree						
42	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
43	Agree	The lack of reasonable bus services tends to isolate residents particularly the elderly and infirm and those unable to drive. The loss of services has been a great downside for the village.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
44	Agree	existing public transport is of no value to the parish	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
45	Agree						
46	Agree						
47	Agree						
48	Agree						
49	Agree						
50	Agree						
51	Agree						
52	Agree						
53	Don't know						
54	Agree	Campion Lane should be gritted.	No	North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Despite lobbying by many residents, the Parish Council, our District Councillor, and our MP they decided not to include Campion Lane on the gritting schedule for 2016/17. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	Refer	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.
55	Disagree	More action is needed to prevent car parking on green areas and on footpaths (including restrictive notices and penalties)	No	Q22 shows parking in the village centre was an important issue for 81%, parking on pavements/village green was important for 83%, and school run congestion was important issue for 82%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. This comment will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council actively discourages parking on the Green.
56	Agree						
57	Agree	Rudby Bank is becoming a choke point for traffic which has increased significantly. Public transport is very poor	No	Your opinion on Rudby Bank is noted. Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	The County Council will not provide any signage at Hutton Bank. Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
58	Agree						
59	Agree	Slow down flashing signs are useful but humps and bumps in the roads are not good as it damages cars, it does not slow the ones that need to be targeted and the lanes are quite narrow to be messing about with. School traffic is not that bad, it is short span of time and can be avoided, I know as I live near.	No	Q23 shows that views on traffic calming are divided with 46% in favour and 35% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Noted
60	Agree	Footpaths?	No	Noted	None		
61	Agree	Campion Lane needs to be gritted.	No	North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Despite lobbying by many residents, the Parish Council, our District Councillor, and our MP they decided not to include Campion Lane on the gritting schedule for 2016/17. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	None	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
62	Agree	There needs to be parking restrictions on several bends in the village. Cars are currently parked on the inside of these bends and is an accident waiting to happen	No	Q23 shows that views on parking restrictions are divided with 47% in favour and 34% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council has regular complaints about speeding. Parking on the roadside slows traffic down.
63	Agree	I think the 30 m.p.h. sign on Station Lane should be moved at least 500 metres nearer to Potto to ensure vehicles are moving no faster than 30 m.p.h. by the entrance to the playing field.	No	Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council requested that the 30 mph signs in Station Lane and Garbutts Lane be moved down the lanes but the County Council did not agree.
64	Agree						
65	Agree						
66	Don't know	Motorists currently believe it's OK to park on paths & make other users walk in the road!!	No	Q22 shows parking in the village centre was an important issue for 81%, parking on pavements/village green was important for 83%, and school run congestion was important issue for 82%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. This comment will be forwarded to the Parish Council for consideration.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.
67	Agree						
68	Agree	Local farm vehicles/machinery are much too large for the local roads and are damaging kerbs and verges. I understand why larger equipment would be wanted by farmers to maximise efficiency however local roads need either widening or making single direction only and in some cases say through the centre of the village restricted to large farm vehicles.	No	It is noted that agriculture is one of the major economic activities in the area, and movement of equipment is an essential part of this activity. It also noted that one-way roads are generally associated with urban areas, and are very rare in the open countryside. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	This is not practical, as we live in a rural area
69	Agree						
70	Agree	One of us is a regular cyclist. Generally the edges of roads can be quite bad with exposed drain covers or uneven surfaces, which makes it hard to cycle safely at the edge. Better instructions to road maintainers and higher quality standards are needed. Cycle lanes are a good idea in principle but not supported here as the roads are too narrow. We live 2 miles outside the village and this restricts our ability to use any public transport.	No	The Parish Council will be asked to escalate the suggestion to recognise the needs of cyclists within road maintenance standards to NYCC highways. Q27 shows that 60% support introduction of cycle lanes where practical . You view on practicality are noted.	Refer	RPC	This is a County Council responsibility and concerns can be reported on their website.
71	Agree						
72	Agree						
73	Agree						
74	Agree	Cyclists have become a complete menace in the village. Particularly the increasing practice of cyclists going about in huge groups, 25 even 50, strong should be banned	No	Q24 shows that 35% of respondents considered the roads were safe and suitable for cyclists while 38% took the opposite view. Q27 showed 60% support the introduction of dedicated cycle routes or cycle lanes where practical. The Highway Code does not restrict the size of groups of cyclists, but does give guidance on considerate and safe behaviour.	None		
75	Agree						
76	Agree						
77	Agree						
78	Agree						
79	Agree	Careful with calming traffic lights ect may not improve	No	Q23 shows that views on priority signs/traffic lights are divided with 34% in favour and 40% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Parish Council does not support the siting of traffic lights on Hutton Bank.
80	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
81	Agree	The village must do something. Stop parking on pavements. Reduce speed limit in village to 20 mph. Have traffic calming at entrances to village. Restrict or even eliminate parking outside old school & on main road outside Hub. They are both accidents waiting to happen. Pursue option of traffic lights at the bottleneck outside Bay Horse. We must be careful with traffic free zone considerations. People have cars & if they can't park them where they wish to then they will park them in front of someone else's property? Probably on the pavement!! No to cycle lanes. This is more suitable for an urban location not a village.	No	(1) Q22 shows parking in the village centre was an important issue for 81%, and parking on pavements/village green was important for 83%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. This comment will be forwarded to the Parish Council for consideration. (2) Q23 shows that 64% support reduced speed limits and only 17% are opposed. Q23 also shows that views on traffic calming are divided with 46% in favour and 35% against. Finally, Q23 shows that views on priority signs/traffic lights are divided with 34% in favour and 40% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration. (3) Q6 indicates that 76% of respondents considered cycle paths/routes as important facilities for leisure and recreation, while Q23 shows 60% supported dedicated cycle routes or lanes where practical.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.
82	Agree	I would like to see a footpath around the perimeter of the village, along Campion Lane, providing runners and walkers with somewhere safe to run and walk. It must be very difficult for people at the extreme points of the village, walking into the village where there are no footpaths.	No	In the past, RPC has proposed and investigated the provision of new footpaths. In cases where there is insufficient space at the edge of the Highway, the feasibility of new pavements depend on the willingness of landowners to allow footpaths across their land. This suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	The cost would be prohibitive.
83	Agree	Lack of gritting in winter months throughout the parish, is a problem.	No	Q22 shows 93% of respondents considered winter treatment/gritting important, while Q24 shows that 43% of respondents believed the winter treatment of roads was good with 31% of respondents believing it to be poor. North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	Refer	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.
84	Agree						
85	Agree						
86	Agree	The use of cobbles for example in front of the Doctors and immediate areas makes wheelchair use in this area almost impossible - remove these.	No	Q24 shows that safety and suitability of road, pavements and footpaths for mobility scooters and wheelchairs was considered poor by 49% and 46% respectively. Accessing the surgery involves crossing approximately 1m of cobbled surface between the smooth tarmac of the service road and the base of the access ramp. It is noted that the Doctors Surgery is located in the conservation area so the benefits of improving this access by laying a smooth connecting strip would be offset by some impairment of character features. The suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	There is an alternative tarmac road.
87	Agree						
88	Agree						
89	Agree						
90	Agree	There needs to be a footpath from Drumrauch to the village. That road is the most dangerous for pedestrians	No	In the past, RPC has proposed and investigated the provision of new footpaths. In cases where there is insufficient space at the edge of the Highway, the feasibility of new pavements depend on the willingness of landowners to allow footpaths across their land. This suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council discussed the possibility of laying a footpath to Drumrauch with the relevant landowners. The residents in Drumrauch at the time did not want their property to be used as a footpath and therefore the scheme was set aside.
91	Agree	The reduction of public transport does not support sustainability of the village but is outside the remit of the Neighbourhood Plan to address - therefore we need to plan for increased reliance on cars and think about shared car schemes, cooperative ownership of cars and their use.	No	Shared car schemes and cooperative ownership is outside the scope of the Neighbourhood Plan. The suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
92	Agree						
93	Agree						
94	Agree	poor road surfaces	No	Road maintenance is the responsibility of NYCC. Specific problems can be reported directly to NYCC or through the Parish Council.	Refer	RPC	Repairs to the road surface are the responsibility of NYCC Highways Department. The Parish Council can lobby on behalf of the parish if we are informed of specific areas of concern.
95	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
96	Agree	I am very concerned about the considerable increase in cyclists in recent years, particularly large groups of cyclists coming through the village often at weekends. Some are very good, but often they seem to have poor understanding of road safety issues. I am sure this area suffers more in this respect because of being on a national cycle route and proximity to Teesside. I think there is a major education exercise required here, and also stricter requirements for marshalling of cycling events, charity bike rides etc. This goes beyond what we as a village can achieve, but representations need to be made to the County Council. Sooner or later there is going to be a fatal accident. The bus services are now so poor that people who would use them are not able to because the timing of them is not convenient, or do not allow for conveniently timed 'round trips', say to Northallerton for shopping. As someone about to retire I certainly would welcome the opportunity to use public transport. I would also like to make representations on behalf of my daughter, a young disabled adult, who lives with me, and who is not able to drive. Without me or a care worker, she would be unable to travel anywhere, and if she reaches the stage where she could work she would be very restricted in what she could do because of difficulty travelling there. My adult other daughter who is not disabled but does not drive, has lived at home for periods and has been dependent on me to transport her to work - a double journey each day. Not very green! We have visited other rural areas of the UK in recent times where villages much smaller than ours have an excellent bus service - still. Loss of bus services is making	No	(1) Q24 shows that 35% of respondents considered the roads were safe and suitable for cyclists while 38% took the opposite view. Q27 showed 60% support the introduction of dedicated cycle routes or cycle lanes where practical. The Highway Code does not restrict the size of groups of cyclists, but does give guidance on considerate and safe behaviour. The comment will be forwarded to the Parish Council with a request to escalate to NYCC. (2) Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	An active life style is encouraged. Cycling is a healthy activity and cyclists use the facilities in the Village. Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
97	Agree	The bus service is a joke. To be useful public transport needs to be reasonable frequent (at least hourly) but the demand is not going to be there so the cost will be prohibitive, so it will remain a joke. This leaves the village with a significant problem with transport for the young and the old who cannot drive.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
98	Agree	Speeding within the village is a problem, and it is not necessarily by a majority of outsiders. Parking is also permitted in some dangerous locations, eg. on sharp blind bends and very close to junctions and this should be reviewed.	No	(1) Q22 found speeding within the village as an important issue for of respondents. Enforcement of speed limits is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration. (2) Q23 shows that views on parking restrictions are divided with 47% in favour and 34% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
99	Agree	Cycle path to Stokesley required ASAP	Yes	It is noted that National Cycle Route 165 passes through the village, along Holme Lane and Tanton Rd on it's way to Great Ayton and passes close to Stokesley. The "missing link" is outside our Neighbourhood Plan area, but enquiries will be made with the Stokesley Neighbourhood Plan on whether there are any plans to form a connection . Q6 indicates that 76% of respondents considered cycle paths/routes as important facilities for leisure and recreation, while Q23 shows 60% supported dedicated cycle routes or lanes where practical.	Get Data	NPSG	This is not a PC issue. HDC and NYCC are promoting cycling. Comments to be forwarded to Stokesley and District Cycle Group
100	Agree	Encouraging cycling should be a priority	No	Q6 indicates that 76% of respondents considered cycle paths/routes as important facilities for leisure and recreation, while Q23 shows 60% supported dedicated cycle routes or lanes where practical.	None		
101	Agree						
102	Agree	Public transport more useful for teenage children than for me personally	No	Noted	None		
103	Agree						
104	Don't know						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
105	Agree						
106	Agree	Over the last 45 years, parking of cars has steadily worsened, with a step change resulting from the Hub starting up in the last couple of years with users parking on the brow of a hill outside, illegal parking on pavements which are meant for pedestrians, parking on blind bends opposite the old School. It is a serious problem, which with more development planned in the future, requires an urgent and radical rethink. Serious consideration is needed to look at the interconnectivity of the village to allow and encourage residents to WALK to services NOT DRIVE.	No	(1) In answer to Q22, 86% said parking was an important issue at businesses and venues, 81% expressed concerns with parking in the village centre and 83% were concerned about parking on pavements/village green. Parking enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration. (2) In the past, the Parish Council has proposed and investigated the provision of new footpaths. In cases where there is insufficient space at the edge of the Highway, the feasibility of new pavements depend on the willingness of landowners to allow footpaths across their land. This suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council actively discourages parking on the Green and pavements. The only Parish Council land in the middle of the Village where parking is required is the Village Green and parking is not permitted.
107	Agree	Have communicated with NYCC numerous times to highlight safety concerns on Belbrough Lane and Campion Lane, specifically bollards to improve safety on grass verges and gritting. Perhaps the NP could address these concerns	No	North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Despite lobbying by many residents, the Parish Council, our District Councillor, and our MP they decided not to include Campion Lane on the gritting schedule for 2016/17. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	Refer	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.
108	Agree	Issues with Doctor's Lane and school run for pedestrians. Car parking on grassed areas on Green.	No	(1) Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan. (2) In answer to Q22, 83% expressed concern with parking on pavements / the Green. Parking enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council actively discourages parking on the Green.
109	Agree	Promised new infrastructure - eg. road and footpath improvements need to be delivered by developers. Parish council need to ensure promises are fulfilled and that the village should have its own CIL style list.	No	The Steering Group suspect that this comment may relate to the lack of a footpath from Paddocks End which has been raised at Parish Council meetings and escalated to Hambleton. If this comment relates to another issue, please provide details to the Parish Council. The suggestion to create a CIL list will be forwarded to the Parish Council for consideration.	Refer	RPC	Noted
110	Agree						
111	Agree	Emerging from Levendale, dangerous blindspot to right (towards Yarm)	No	Noted	None		
112	Agree						
113	Agree	New developments are not connected to the existing village despite Planning Conditions attached to development permissions --developers are ignoring the required infrastructure requirements and Hambleton are not enforcing the planning conditions -- Police are not enforcing the Road traffic act and selfish parking is causing many near miss accidents.	No	The Steering Group suspect that this comment may relate to the lack of a footpath from Paddocks End which has been raised at Parish Council meetings and escalated to Hambleton. If this comment relates to another issue, please provide details to the Parish Council. Enforcement of the Road Traffic Act is not a Neighbourhood Planning issue, but the comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Noted
114	Agree						
115	Agree	Vey busy HGV along Belbrough Lane and station road. Already a difficult and dangerous junction.	No	76% of respondents (Q23) considered there should be HGV restrictions <u>in the village centre</u> while 6% opposed. A significant part of the HGV traffic on Station Lane/Belbrough Lane is a consequence of this being the route to/from the North for Prestons of Potto, a significant local business located just outside the Parish.	None		
116	Agree						
117	Agree						
118	Agree						
119	Agree	Unfortunately the way things are going with County Council funding I expect public transport to steadily diminish rather than the improved connectivity which I would require to make me leave my car at home	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.

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120	Agree	Public transport in the village is currently extremely poor	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
121	Agree						
122	Agree						
123	Agree						
124	Agree	Please put signs Caution Horses on the Hutton Rudby to Crathorne road as traffic goes very fast.	No	Q22 found speeding within the village and rural areas to be an important issue for 93% and 90%, respectively, of respondents. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Road signage is a matter for the County Council.
125	Agree						
126	Agree						
127	Agree	I am still fit and mobile but have transport. Have elderly neighbours who rely on community bus service, so would hate to see you go. I would like to go to Stokesley socialising at weekends so would be great to have late bus.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
128		Transport links are abysmal. Swainby has a much better service. Also removal of bus to Yarm has impacted on people being able to travel to shops and colleges other than Northallerton and Stokesley. Public transport used to be hourly when we first moved to the village.	No	There are two bus routes from Northallerton to Stokesley which pass through Swainby, one route goes via Potto and Hutton Rudby, while the other goes via Carlton, Gt Busby and Kirby. Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
129	Don't know	Cycle lanes/paths to Stokesley, Yarm, Swainby and West Rounton	No	The Neighbourhood Plan can only deal with issues within it's designated area. Creation of these cycle routes would require co-operation with adjacent parishes, and in the case of a path to Yarm with another planning authority. The suggestion will be forwarded to the Parish council for consideration, and if there is a combined interest, this could then be escalated to the District Council as evidence for the emerging Lcoal Plan.	Refer	RPC	Not a Parish Council issue. Hambleton and NYCC are promoting cycling.
130	Agree	Traffic flow on Rudby Bank priority one direction	No	Q23 shows that views on priority signs/traffic lights are divided with 34% in favour and 40% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	The County Council will not provide any signage at Hutton Bank.
131	Agree						
132	Agree						
133	Agree						
134	Agree						
135	Agree						
136	Agree						
137	Agree	Would use the bus service if it was a more regular time-table. If you catch a bus to Stokesley, Yarm, Northallerton it is difficult returning.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
138	Agree						

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139	Agree	When ticked support for parking restrictions, I had it in mind for down Doctors Lane when parents are picking up the kids.	No	Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan. Q23 shows that views on parking restrictions are divided with 47% in favour and 34% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Noted
140	Agree						
141	Agree						
142	Agree	I am 76 and one day will have to give up driving. It is essential that the village has a good, regular bus service to enable us 'oldies' to get to the shops, the dentist, etc.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
143	Agree						
144	Agree	Being partially disabled I use the Community Service at Stokesley volunteers to drive me to hospital appointments.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	There is a list of volunteer drivers which can be accessed through the Churches.
145	Agree						
146	Agree						
147	Agree						
148	Agree	No transport to hospitals, James Cook	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	There is a list of volunteer drivers which can be accessed through the Churches.
149	Agree						
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree	This at the moment is an ageing village. This means that many people who used to drive can no longer do so for various reasons. These people need a bus to enable them to continue to live in their surroundings and not rely on helpful neighbours most of the time.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
155	Agree	The roads are in a bad state around the village for cycling. Doctors Lane is appalling. Too much parking on pavements and bends and close to junctions.	No	(1) Road maintenance is the responsibility of NYCC. Specific problems can be reported to directly to NYCC or through the Parish Council. (2) Q22 shows parking in the village centre was an important issue for 81%, and parking on pavements/village green was important for 83%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. This comment will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council actively discourages parking on the Green and pavements
156	Agree						
157	Agree						

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158	Agree	Whilst I love the big greens, perhaps a few feet could be nibbled to provide a bit of parking for cottages without parking and leave the roads free for traffic and occasional or visitor parking which will often leave plenty of free traffic/horse/pedestrian transport use. Electric vehicles cause pavement upheaval whilst being charged. Could a charging area be made for the village on a pay as you use basis with say spaces for 3 vehicles to be charged at one time. I am all for modern 'green' living. More solar panels please e.g. lighting.	Yes	(1) Parish Council is responsible for the village green, and they will be asked to comment on any restrictions on use of the green, and for their view on this suggestion. (2) There would need to be a reasonable user base to justify a communal charging facility. There may be an opportunity to quantify the level of interest during the ongoing consultation process of the Neighbourhood Plan.	Yes	RPC	The Village Green is the main asset of Hutton Rudby and parking is not permitted. Parish Council are not considering charging points at this current time.
159	Agree						
160							
161	Don't know						
162		Very worried about congestion of traffic in new shop area on Garbutts Lane. It is already a risk leaving Levendale estate a number of residents have had near misses.	No	Road design forms part of the planning process, and the developer submitted highways documents during the application which were accepted by NYCC Highways. The Steering Group are aware that a number of residents are concerned about the cumulative effect of the new Spar, Paddocks End, and potential new developments at The Wickets on traffic volume and complexity.	None		
163	Don't know	As we get older will need good public transport	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
164		Village is seriously congested with parked vehicles. Only a matter of time before a fatal accident occurs. Personally I have had a few 'near misses' trying to exit North End in the car.	No	In answer to Q22, 86% said parking was an important issue at businesses and venues, 81% expressed concerns with parking in the village centre, 83% were concerned about parking on pavements/village green, and 82% considered school run congestion an important issue.	None		
165	Agree	Parking on several bends in village should be disallowed via yellow lines. This parking will lead to an accident one day. Bus times are inconvenient in middle of day. Higher frequency will result in greater usage.	No	(1) Q23 shows that views on parking restrictions are divided with 47% in favour and 34% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration. (2) Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	RPC look after the green and are looking at ways to stop parking on the green and the pavements. Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
166	Agree	Traffic speed in village and between village and Rudby is dangerously fast at times	No	Q22 shows speeding within the village was an important issue for 93% of respondents. Enforcement of speed limits is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
167	Agree						
168	Agree						
169	Agree						
170	Agree	Some areas of the village are poorly lit. Parked cars, in my view, on Enterpen pose a significant safety hazard. I have witnessed several near misses, sometimes involving vehicles mounting the pavement to avoid each other. This is an accident waiting to happen!?	No	(1) Q24 shows that 34% thought that street lighting was good, and 43% thought it was poor. Lighting is the responsibility of Hambleton District Council and North Yorkshire County Council. This comment will be forwarded to Rudby Parish Council requesting escalation to the appropriate authority. (2) Q23 shows that views on parking restrictions are divided with 47% in favour and 34% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Street lights are the responsibility of HDC
171	Agree						

Q28 Traffic

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
172		Condition of many roads in and around Hutton Rudby clearly badly neglected and in need of considerable urgent work. Clearly this impacts on SAFETY of traffic.	No	Road maintenance is the responsibility of NYCC. Specific problems can be reported to directly to NYCC or through the Parish Council.	Refer	RPC	This is a County Council responsibility and concerns can be reported on their website.
173	Agree						
174	Agree						
175	Agree	Parking for residents is increasingly difficult throughout village.	Yes	Q23 shows there is 91% support for more parking provision in new developments, and is therefore likely to be something taken forward.	Workshop	NPSG	
176	Agree	Reinstatement of an additional bus as before - about 10am. This would make the time less in Northallerton and more acceptable. Today's system is unworkable for many (is this a ploy by the council to get rid of the service altogether?)	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
177	Agree						
178	Agree						
179							
180	Agree	We have 40 plus vehicles daily using Eden Park Road, Willins Close and part of Langbaugh. Parking on pavements and corners. And excessive speed of drivers. An accident waiting to happen!!!	No	Q22 shows parking in the village centre was an important issue for 81%, parking on pavements/village green was important for 83%, and school run congestion was important issue for 82%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. This comment will be forwarded to the Parish Council for consideration.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.
181	Agree	I support speed indicating signs to encourage compliance rather than speed bumps/sleeping policemen installations.	No	Q23 shows that views on traffic calming are divided with 46% in favour and 35% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Noted
182	Agree	The village needs to work with the Police to review contraventions of the highway code rules 238-252 and formulate a parking policy.	No	Parking enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.
183	Agree	Q24: frequently pavements are made narrow by parked cars and hedges overgrown, such that 2 people cannot walk side by side and parents have to walk in road. Q25: If more buses so one could return without very long wait then more chance of people using.	No	(1) Q22 shows parking on pavements/village green was an important issue for 83%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. This comment will be forwarded to the Parish Council for consideration. (2) Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements. Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
184	Agree						
185	Agree						
186	Agree	Lack of consideration by drivers on the road, aggressive driving attitudes and not enough space for the huge modern vehicles 4x4 and the like.	No	Enforcement of the Road Traffic Act is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Noted
187	Agree						
188	Agree						
189	Agree						
190	Agree	Rudby Bank is a nightmare - we need traffic lights. An accident waiting to happen.	No	A number of respondents raised concerns over Rudby Bank. More respondents opposed priority signs/traffic lights (40%) than supported (34%). Forward to RPC.	Refer	RPC	Parish Council does not support the siting of traffic lights on Hutton Bank.
191	Disagree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
192	Agree	Doctors Lane is a nightmare. One way traffic might be an idea. Major problem to consider in building more houses. Roads aren't up to it. Fast traffic down West End.	No	(1) Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues, and one way traffic could be included within the options discussed in this workshop. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration. (2) The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. The distribution pattern and location of sites will be determined through workshops and further consultation.	Workshop	NPSG	
193	Agree						
194		I used to travel to Stokesley on a Friday (sometimes other days) to go to the Market on the Yarm to Stokesley service - now discontinued and take my car adding to the congestion. The Northallerton Stokesley service - for Stokesley shopping times are impracticable though the service to Northallerton is better. For some areas of the village for the old and unfit it is difficult to get to the bus stop. People have to have a car who live in Hutton now.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
195	Agree						
196	Don't know						
197	Agree						
198	Agree						
199	Agree	The 30mph speed limit signs need to be moved further out of the village (coming from Crathorne) to increase safety for the new developments near the cricket club.	No	Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk The Parish Council requested that the 30 mph signs in Station Lane and Garbutts Lane be moved down the lanes but the County Council did not agree.
200	Agree						
201	Agree						
202	Agree	Vehicles ascending from the Leven Bridge to Hutton Rudby should have priority over descending traffic. 'Give way to oncoming traffic' sign. Avoiding collision risk in the narrow upper section near the Bay Horse.	No	Q23 shows that views on priority signs/traffic lights are divided with 34% in favour and 40% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	The County Council will not provide any signage at Hutton Bank.
203	Agree						
204	Agree						
205	Agree	Congestion in centre of H.R. village. Middleton Road 60mph should be reduced.	No	(1) In answer to Q22, 86% said parking was an important issue at businesses and venues, 81% expressed concerns with parking in the village centre, 83% were concerned about parking on pavements/village green, and 82% considered school run congestion an important issue. (2) Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	It is a rural area and the County Council are unlikely to reduce the speed limit.
206	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
207	Agree	Speeding needs to be stopped. Re Q25, I used Arriva, Hutchinsons and Abbots probably 3 times a week. I fought for Arriva and Hutchinsons to remain in service to no avail. Now Abbots has been so reduced it's unusable. Like many other non drivers I'm marooned here without a decent service.	No	Speed enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration. Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
208	Agree						
209	Agree						
210	Agree						
211	Agree						
212	Agree	N/A	No	Noted	None		
213	Agree						
214	Agree						
215	Agree						
216	Don't know						
217	Agree						
218	Disagree	Difficult to see where cycle routes could be placed that would not detrimentally affect the majority of users.	No	Q6 indicates that 76% of respondents considered cycle paths/routes as important facilities for leisure and recreation, while Q23 shows 60% supported dedicated cycle routes or lanes where practical . Your views on practicality are noted.	None		
219	Agree	Black Horse Lane and Campion Lane both require improvements to accommodate the speeds that many drivers use on them. Conversely, they should be altered to deter those speeds. Both roads are hazardous but don't seem to appear such to most drivers. The 40mph stretch of Belbrough Lane should be reduced to 30mph. The current 40mph limit is too high.	No	Q22 shows 90% of respondents were concerned about speeding in rural areas. Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk The Parish Council requested that the 30 mph signs in Station Lane and Garbutts Lane be moved down the lanes but the County Council did not agree.
220	Don't know						
221	Agree	Large Cycle Groups, predominantly at weekends, appear to disregard the highway code and ignore other road users and pedestrians, especially on both sides of Rudby Bank.	No	Q24 shows that 35% of respondents considered the roads were safe and suitable for cyclists while 38% took the opposite view. Q27 showed 60% support the introduction of dedicated cycle routes or cycle lanes where practical. The Highway Code does not restrict the size of groups of cyclists, but does give guidance on considerate and safe behaviour. Enforcement of the Road Traffic Act is not a Neighbourhood Plan issue and will be forwarded to the Parish Council for consideration.	Refer	RPC	An active life style is encouraged. Cycling is a healthy activity and cyclists use the facilities in the
222	Agree						Village.
223	Agree						
224	Agree	See my earlier comments about the school. There is a high traffic volume around the school which seriously compromises local residents. As the school continues to bring in a large percentage of pupils from outside teh parish, there will be an ongoing problem. Relocation of the school would pretty much sort that issue.	Yes	Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan. Any project to relocate the school would have to be initiated by the school/education authority and choice of site would be primarily driven by their requirements. The Steering Group view is that until/unless a project is initiated by the school, any attempt to allocate a site would be premature.	Workshop	NPSG	
225	Agree						
226	Agree						
227	Agree						
228	Agree	The roads are too narrow to support dedicated cycle lanes.	No	Q24 shows that 35% of respondents considered the roads were safe and suitable for cyclists while 38% took the opposite view. Q27 showed 60% support the introduction of dedicated cycle routes or cycle lanes where practical . Your view on practicality is noted.	None		

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
229	Agree	Heavy traffic, especially farm traffic [especially at harvest time], regularly exceeds the 30mph limit through the village, particularly on Garbutts Lane. There should be a 20mph limit through the village generally.	No	Speed limit enforcement is outside the scope of a Neighbourhood Plan. Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
230	Agree	Campion lane needs winter gritting - too many serious accidents	No	North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Despite lobbying by many residents, the Parish Council, our District Councillor, and our MP they decided not to include Campion Lane on the gritting schedule for 2016/17. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	Refer	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.
231	Agree						
232	Agree						
233	Disagree	Grit Campion lane	No	North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Despite lobbying by many residents, the Parish Council, our District Councillor, and our MP they decided not to include Campion Lane on the gritting schedule for 2016/17. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	Refer	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.
234	Agree	In Skutterskelfe we have no pavements, footpaths, streetlights, or any attempt to control the ridiculous & dangerous high speed limit of 60mph	No	The dispersed nature of Skutterskelfe is noted. The concern about lack of pavements, footpaths, and streetlights will be forwarded to the Parish council for consideration. Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	It is a rural area and the County Council are unlikely to reduce the speed limit.
235	Agree						
236	Agree						
237	Agree						
238	Agree						
239	Agree						
240	Agree						
241	Agree	Regular bus service to Stokesley/Yarm for those who do not drive and the elderly.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
242	Agree	A bus service to Yarm would be very useful for teenagers.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
243	Agree	Campion Lane needs to be gritted	No	North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Despite lobbying by many residents, the Parish Council, our District Councillor, and our MP they decided not to include Campion Lane on the gritting schedule for 2016/17. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	Refer	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.
244	Agree						
245							
246	Agree						
247	Agree						
248	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
249	Agree	Development needs to be limited in Rudby so that Hutton Bank does not become overly congested and hazardous.	Yes	Residents make regular journeys to/from local services, Stokesely, Northallerton, and Teesside. Some proportionate increase in traffic flows through the village centre is likely to occur wherever the development is located. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
250	Agree						
251	Agree						
252	Agree						
253	Don't know	More links to different places and more frequently	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
254	Agree	To many HGV's on country roads, routes to Prestons need to be reviewed or relocated to improve road safety/conditions	No	76% of respondents (Q23) considered there should be HGV restrictions <u>in the village centre</u> while 6% opposed. A significant part of the HGV traffic on Station Lane/Belbrough Lane is a consequence of this being the route to/from the North for Prestons of Potto, a significant local business located just outside the Parish.	None		
255	Agree						
256	Agree						
257	Agree	20 mph speed limit through residential estates.	No	Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Noted
258	Agree						
259	Agree						
260	Agree						
261	Agree	The reduction in bus services is a self-fulfilling wish - the less buses, the less it is convenient and less people can use them as the times are so inconvenient	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
262	Agree						
263	Agree	Better provision for slow moving (Cycles/mobility Scooters should be considered although cyclists are not always slow!). Traffic Lights on the bank from Hutton to Rudby need to be considered. Traffic calming on Stokesley Road at Rudby down hill would be beneficial.	No	(1) Q24 shows that safety and suitability for mobility scooters and wheelchairs was considered poor by 49% and 46% respectively. (2) Q23 shows that views on priority signs/traffic lights are divided with 34% in favour and 40% against. Q23 also shows that views on traffic calming are divided with 46% in favour and 35% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Parish Council does not support the siting of traffic lights on Hutton Bank.
264	Agree						
265	Agree						
266	Agree	As noted I think we should accommodate the younger community with buggies, our disabled in wheelchairs, mobility scooters, walkers and keep cyclists safe with dedicated tracks. It would be great to see a Leven River walk where walkers and others who hopefully will in turn support the pubs, café, shop economy in the village.	No	(1) Q24 shows that safety and suitability of roads, pavements and footpaths for mobility scooters and wheelchairs was considered poor by 49% and 46% respectively, and 36% considered them poor for pedestrians with pushchairs. There are a number of footpaths in the vicinity of the River Leven, but the suggestion of a waymarked route will be forwarded to the Parish Council. (2) Q16 shows that 96% of respondents considered footpaths important. There are a number of footpaths in the vicinity of the River Leven, but the suggestion of a waymarked route will be forwarded to the Parish Council for consideration.	Refer	RPC	Any future developments need to incorporate footpaths that are wheelchair and pushchair friendly to improve the connectivity of the village.
267	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
268	Agree	Any development that would increase traffic on Langbaourgh Road and Eden Park Road would put childrens safety at risk as it is the main drop off and collection point for children going to/from Hutton Rudby Primary School.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. The distribution pattern and location of sites will be determined through workshops and further consultation. The full set of criteria to be used has not yet been determined.	Workshop	NPSG	
269	Agree						
270	Agree						
271	Don't know						
272	Agree						
273	Agree						
274	Agree						
275	Agree	Traffic from Stokesley through to top of hill by Bay Horse is hazardous - 20mph limit would be appropriate with speed limit (smiley faces) signs.	No	Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
276	Agree	100 new houses = approx 200 more cars = in an already congested village with dangerous corners and dips in the road. Unthinkable ...	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. The distribution pattern and location of sites will be determined through workshops and further consultation.	Workshop	NPSG	
277	Agree						
278	Agree						
279	Agree						
280	Agree						
281	Agree	Paths not in place to edge of village. I cannot walk safely with my 5 grandchildren under six outside my drive	No	In the past, the Parish Council has proposed and investigated the provision of new footpaths. In cases where there is insufficient space at the edge of the Highway, the feasibility of new pavements depend on the willingness of landowners to allow footpaths across their land. This suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	Any future developments need to incorporate footpaths that are wheelchair and pushchair friendly to improve the connectivity of the village.
282	Agree						
283	Agree	There are more buses to Swainby I was told this is because there is a bus shelter and toilets. It would be good if frequency of buses going through swainby could incorporate Hutton Rudby.	No	There are two bus routes from Northallerton to Stokesley which pass through Swainby, one route goes via Potto and Hutton Rudby, while the other goes via Carlton, Gt Busby and Kirby. Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Community bus schemes with other villages could be explored. Not sufficient demand for public toilets and on going costs could not be justified.
284	Disagree						
285		The parking chaos and associated safety issues need urgently sorting. Parking of 4x4s on the pavements in Eden Park Rd, Langbaourgh Rd and Doctors Lane is very dangerous for the children and residents who shouldn't have to walk on the road.	No	Q22 shows parking in the village centre was an important issue for 81%, parking on pavements/village green was important for 83%, and school run congestion was important issue for 82%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. Parking enforcement is outside the scope of a Neighbourhood Plan, however, the Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.
286	Agree	Rudby Bank 'pinch-point' is a significant traffic hazard. Do not encourage more traffic to use it on a regular basis.	Yes	Residents make regular journeys to/from local services, Stokesely, Northallerton, and Teesside. Some proportionate increase in traffic flowson Rudby Bank is likely to occur wherever the development is located. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
287	Agree						

Q28 Traffic

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
288	Agree						
289							
290	Agree						
291	Agree						
292	Agree	Living in a cul-de-sac, which is up a hill, the road is very bad in winter and doesn't get treated enough! Too many cycle races/events near the village.	No	(1) Q22 shows winter treatment of pavements was considered poor by 63% of respondents. North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Your comment will be passed on to the Parish Council. (2) Q24 shows that 35% of respondents considered the roads were safe and suitable for cyclists while 38% took the opposite view. Q27 showed 60% support the introduction of dedicated cycle routes or cycle lanes where practical. The Highway Code does not restrict the size of groups of cyclists, but does give guidance on considerate and safe behaviour.	Refer	RPC	An active life style is encouraged. Cycling is a healthy activity and cyclists use the facilities in the Village.
293	Agree						
294	Agree	Can't use buses as they are not frequent enough to go to Stokesley, Yarm or N/all and then return after a short shopping trip. Traffic is fine but roads badly in need of repair.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services. Road maintenance is the responsibility of NYCC. Specific problems can be reported to directly to NYCC or through the Parish Council.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored. Road maintenance is a County Council responsibility and concerns can be reported on their website.
295	Agree						
296	Agree						
297	Agree						
298	Agree	Viable bus service to Northallerton, Stokesley - essential. Leisure cycle route through village causes danger. Parking on road on and near bends in Enterpen very dangerous.	No	(1) Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services. (2) Q24 shows that 35% of respondents considered the roads were safe and suitable for cyclists while 38% took the opposite view. Q27 showed 60% support the introduction of dedicated cycle routes or cycle lanes where practical. The Highway Code does not restrict the size of groups of cyclists, but does give guidance on considerate and safe behaviour. (3) Q22 shows parking in the village centre was an important issue for 81%, parking on pavements/village green was important for 83%, and school run congestion was important issue for 82%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. This comment will be forwarded to the Parish Council for consideration.	Yes	RPC	An active life style is encouraged. Cycling is a healthy activity and cyclists use the facilities in the Village.
299	Agree						
300	Agree						
301	Agree						
302	Agree	Could Doctors Lane be one-way only?	No	The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues, and one way traffic could be included within the options discussed in this workshop. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Yes	RPC	This is the responsibility of NYCC.
303	Agree						
304	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
305	Agree	As an older person thinking of downsizing who has lived in the village for 48yrs, I would not choose to downsize here because of the lack of public transport although I am guilty of not using it at the moment.	No	Noted	No		
306	Agree	See last box next page. (Hutton Rudby/Rudby is becoming a nightmare because of on road parking in the Enterpen/Village Hall area. Large lorries are also using the approach over the narrow bridge from A19 causing danger to motorists and cyclists.) ISSUES: On road parking Enterpen, larhe lorries using approach from A19 over narrow bridge, Cyclists rding in large groups 2/3 abreast.	No	(1) Q23 shows that views on parking restrictions are divided with 47% in favour and 34% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration. (2) It is noted that there are no weight on other restrictions on use of this bridge by HGVs. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration. (3) The Highway Code does not restrict the size of groups of cyclists, but does give guidance on considerate and safe behaviour. Enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council has regular complaints about speeding. Parking on the roadside slows traffic down.
307	Agree	Doctors Lane needs a 20mph restriction during school hours. Campion Lane needs to be gritted in winter.	No	(1) Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration. (2) North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Despite lobbying by many residents, the Parish Council, our District Councillor, and our MP they decided not to include Campion Lane on the gritting schedule for 2016/17. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	Yes	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.
308	Agree	Too many cyclists through the village already - they're dangerous.	No	Noted	No		
309	Agree	Speeding IS an issue. I would go for strong traffic calming measures with priority signs etc. NOT traffic lights! Traffic parking on Doctors Lane an issue at School start/close times.	No	(1) Q22 found speeding within the village and rural areas as important by 93% and 90%, respectively, of respondents. Q23 shows that views on traffic calming are divided with 46% in favour and 35% against. Q23 also shows that views on priority signs/traffic lights are divided with 34% in favour and 40% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration. (2) Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
310	Agree						
311	Agree						
312	Agree	Enforcement of speed limits on the bank including cyclists!	No	Enforcement of speed limits is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
313	Agree						
314	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
315	Agree	Doctors Lane is in an appalling condition. Dangerous potholes etc. and VERY DARK at night. School traffic is often very badly parked and causes problems for wheelchair/pushchair users. People ignore 'local traffic only' sign.	No	(1) Road maintenance is the responsibility of NYCC. Specific problems can be reported to directly to NYCC or through the Parish Council. (2) Q24 shows that 34% thought that street lighting was good, and 43% thought it was poor. Lighting is the responsibility of Hambleton District Council and North Yorkshire County Council. This comment will be forwarded to Rudby Parish Council requesting escalation to the appropriate authority. (3) Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan.	Refer	RPC	Road maintenance is a County Council responsibility and concerns can be reported on their website. RPC are looking at ways to stop parking on the green and the pavements.
316	Agree	Dog fouling on footpaths and pavements getting worse, particularly Doctors Lane and Honeyman's Field. Cars parked on pavements and close to junctions. Speeding vehicles entering village along Garbutts Lane will make crossing street to new Spar shop v. dangerous. Speed limited reduction to 20mph required.	No	(1) Dog fouling has been discussed at regular intervals at Parish Council meetings. Dog fouling is an ongoing issue for many communities, enforcement responsibility lies with the District Council who have a dog warden and power to issue fines. (2) Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Hambleton District Council has a Dog Warden but prosecution of offenders is dependent upon people being prepared to give evidence. Traffic calming is the responsibility of NYCC Highways Department. The Parish Council continue to lobby for measures to help reduce the speed of vehicles in the village. Cars parked on pavements that cause an obstruction should be reported to NY Police.
317	Agree						
318	Agree						
319	Agree	Traffic through the village will increase due to development in Stokesley (especially Stokesley Grange) and any development east of Rudby will raise traffic flows as most traffic heads towards the A19 to then head north to the main employment/economic areas.	Yes	Residents make regular journeys to/from local services, Stokesely, Northallerton, and Teesside. Some proportionate increase in traffic flows through the village centre is likely to occur wherever the development is located. Site selection will be carried out through a structured process involving workshops and further consultation.	Workshop	NPSG	
320	Agree	Parking and congestion around the school - Eden Park Rd, Langbaugh Rd and Willins Close terrible.	No	Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan.	Refer	RPC	Cars parked on pavements that cause an obstruction should be reported to NY Police.
321	Agree	Poor bus service	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
322	Agree	Traffic congestion around new Spar development making entry/exit from Levendale/Hundale.	No	Road design forms part of the planning process, and the developer submitted highways documents during the application which were accepted by NYCC Highways. The Steering Group are aware that a number of residents are concerned about the cumulative effect of the new Spar, Paddocks End, and potential new developments at The Wickets on traffic volume and complexity.	None		
323	Agree						
324	Agree						
325	Agree	Issue of people parking vehicles on the 'grass' of the village green needs to be addressed. Certain roads such as Doctors Lane could possibly have a 20mph speed limit. Especially as the school is nearby with children in the vicinity.	No	(1) Q22 shows parking in the village centre was an important issue for 81%, and parking on pavements/village green was important for 83%. Q23 shows parking restrictions were supported by 47% of respondents but opposed by 30% of respondents. This comment will be forwarded to the Parish Council for consideration. (2) Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
326	Agree	Speed restrictions needed, especially near school.	No	Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
327	Agree						
328	Agree						
329	Agree	The safety of children going and returning from Hutton Rudby school if any development increased traffic on Eden Park Road and Langbaugh Road.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. The distribution pattern and location of sites will be determined through workshops and further consultation. The full set of criteria to be used has not yet been determined.	Workshop	NPSG	
330	Agree						
331	Agree						
332	Agree						
333	Agree	Q26 - can't tell without knowing times/frequencies	No	Noted	None		
334	Agree						
335	Agree						
336							
337	Agree	If traffic calming is introduced it should not include speed humps - too noisy and damaging to cars.	No	Q23 shows that views on traffic calming are divided with 46% in favour and 35% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Your opinion is noted
338	Agree						
339	Agree						
340	Agree						
341	Agree	Buses seem to be haphazard and unreliable. Probably more use for transport to Stokesley rather than Yarm. Evening public transport might be useful - going to Stokesley/Yarm.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
342	Agree	Speeding on roads through village, mainly Garbutts Lane by large lorries, farm wagons generally. Need traffic calming measures - VERY IMPORTANT!!	No	Q23 shows that views on traffic calming are divided with 46% in favour and 35% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	Speeding can be reported at speedconcerns@northyorkshire.pnn.police.uk
343	Agree	Not appropriate in a village, what about horses. Cyclist travel in 'bunches' usually anyway. Just need to drive carefully thro' village. Signs at both ends of village to request careful driving.	No	Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence the suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	Previous requests from the Parish Council on signage e.g. to relocate speed limits, priorities on Hutton Bank etc have not been supported by NYCC
344	Agree						
345	Agree						
346	Agree						
347	Agree						
348	Agree	A footpath/cycle link to Drumrock Hall should be provided.	No	In the past, the Parish Council has proposed and investigated the provision of new footpaths. In cases where there is insufficient space at the edge of the Highway, the feasibility of new pavements depend on the willingness of landowners to allow footpaths across their land. This suggestion will be forwarded to the Parish Council for consideration.	Refer	RPC	The Parish Council discussed the possibility of laying a footpath to Drumraugh with the relevant landowners. The residents in Drumraugh at the time did not want their property to be used as a footpath and therefore the scheme was set aside.
349	Agree						

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
350	Agree	See Q36 (Street lighting v. poor. Parts of Doctors Lane & Enterpen - a few more lights would make a lot of difference. New estates much better. Parking at school times in Doctors Lane is often very inconsiderate. They should park at the village hall and walk! Dog fouling is a big issue too!)	No	(1) Q24 shows that 34% thought that street lighting was good, and 43% thought it was poor. Lighting is the responsibility of Hambleton District Council and North Yorkshire County Council. This comment will be forwarded to Rudby Parish Council requesting escalation to the appropriate authority. (2) Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan. (3) Dog fouling has been discussed at regular intervals at Parish Council meetings. Dog fouling is an ongoing issue for many communities, enforcement responsibility lies with the District Council who have a dog warden and power to issue fines.	Yes	RPC	Street lights are the responsibility of HDC / NYCC.
351	Agree						
352	Agree	Cycle lanes are a waste of time if they exist for only a few metres. A 'whole' village cycle priority over cars would improve safety for cyclists and pedestrians. A more 'Dutch' attitude to cars is needed - i.e. 3rd priority with cyclists and pedestrians first.	No	Noted.	None		
353	Agree	In part the road are narrow. Vehicles are now much larger (i.e. 4x4s) and greater in number. Cyclists have a tendency to ride 2 abreast and often at speed.	No	Noted.	No		
354	Agree						
355	Agree						
356	Agree	Traffic can be quite heavy especially with the hundreds of cyclists using the narrow roads.	No	Noted.	No		
357	Agree						
358	Agree						
359	Don't know						
360	Agree						
361	Agree						
362	Agree	The parking around the War Memorial is dangerous. There should be double yellow lines. Any new developer should provide parking (or a drive) for at least 2 cars per household as on-street parking is now a major problem and hazard.	Yes	Q23 shows that views on parking restrictions are divided with 47% in favour and 34% against. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration. Q23 shows 93% support more parking provision in new development.	Yes	RPC	The Parish Council has regular complaints about speeding. Parking on the roadside slows traffic down.
363	Agree						
364	Agree						
365	Agree						
366	Agree						
367	Agree	Cyclists are a MENACE within H.R. village and adjoining roads - and constitute a danger at present	No	Q6 indicates that 76% of respondents considered cycle paths/routes as important facilities for leisure and recreation, while Q23 shows 60% supported dedicated cycle routes or lanes where practical.	None		
368	Agree						
369	Agree						
370	Agree						
371	Agree	The village must do something now! Stop parking on pavements. Produce traffic calming measures. reduce speed limit through village to 20mph. I have seen this work well in other locations.	No	(1) Parking enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration. (2) Q23 shows that views on traffic calming are divided with 46% in favour and 35% against. Q23 shows that 64% support reduced speed limits and only 17% are opposed. Highways are the responsibility of NYCC who state "We are unlikely to authorise requests that are not supported by the parish or town council", hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
372	Agree	Parking around the green is slowly increasing over the years. This presents the village in a poorer light than necessary.	No	Q22 shows parking in the village centre was an important issue for 81%.	None		
373	Agree	Pavements are for pedestrians, not for parking cars.	No	Q22 shows parking on pavements/village green was an important issue for 83%. Parking enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.
374	Agree						
375	Agree	Insufficient space on existing roads for cycle lanes. On street parking is increasing and adding to traffic problems.	No	Q24 shows that 35% of respondents considered the roads were safe and suitable for cyclists while 38% took the opposite view. Q27 showed 60% support the introduction of dedicated cycle routes or cycle lanes where practical. Your view on practicality is noted. Q23 shows 91% support for more parking provision in new developments.	None		
376	Agree						
377	Agree						
378	Agree						
379	Disagree						
380	Agree	We have a family member who lives in the village and works in Yarm, who doesn't drive. She has to use taxis to get her to and from work. It would be brilliant if the bus service to Yarm was re-introduced.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
381	Agree						
382	Agree	Since the bus service to Yarm has stopped I have had to use taxis with the help of 'access to work' each day. I have to pay towards this service. I would welcome the re-introduction of the Hutton Rudby to Yarm bus service to help me get to and from work in Yarm.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know						
388							
389	Agree						
390	Don't know						
391	Agree						
392	Agree	I have been told by bus drivers that the reason that Swainby has a far better service than Hutton Rudby is that Swainby has a public toilet.	No	There are two bus routes from Northallerton to Stokesley which pass through Swainby, one route goes via Potto and Hutton Rudby, while the other goes via Carlton, Gt Busby and Kirby. Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Community bus schemes with other villages could be explored. Not sufficient demand for public toilets and on going costs could not be justified.
393	Agree						
394	Agree						
395	Agree						
396	Agree						
397	Agree	Ban parking on pavements	No	Q22 shows parking on pavements/village green was an important issue for 83%. Parking enforcement is outside the scope of a Neighbourhood Plan, hence this comment will be forwarded to the Parish Council for consideration.	Refer	RPC	RPC are looking at ways to stop parking on the green and the pavements.

Q28 Traffic

ID No	Opinion on Vision	Consultee Comment On Traffic (Q28)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
398	Disagree	The problem with cycle lanes is where to put them.		Q24 shows that 35% of respondents considered the roads were safe and suitable for cyclists while 38% took the opposite view. Q27 showed 60% support the introduction of dedicated cycle routes or cycle lanes <u>where practical</u> . Your view on practicality is noted.	None		
399	Agree						
400	Agree						
401	Agree						

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree	My main issue for finding new staff is transport links	No	Q25 asked about use of public transport which showed that 95% use it once a month or less. Q26 asked about the potential impact of various changes to services. The Steering Group will request that the Parish Council follow up with the service funders/providers to see if any improvements can be obtained.	Refer		
4	Don't know						
5	Agree						
6	Agree						
7	Agree						
8	Agree						
9	Agree						
10	Agree						
11	Agree						
12	Agree						
13	Agree						
14	Agree						
15	Agree						
16	Agree	N/A	No	Noted	None		
17	Disagree						
18	Agree						
19	Agree						
20	Agree						
21	Don't know						
22	Agree						
23	Agree						
24	Agree						
25	Agree						
26	Agree						
27	Agree						
28	Agree						
29	Agree						
30	Agree						
31	Agree						
32	Agree						
33	Agree						
34	Agree						
35	Agree						
36	Disagree						
37	Agree						
38	Agree						
39	Agree						
40	Disagree						
41	Agree						
42	Agree						
43	Agree						
44	Agree						
45	Agree						
46	Agree						
47	Agree						
48	Agree						
49	Agree						
50	Agree						
51	Agree						
52	Agree						

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
53	Don't know						
54	Agree						
55	Disagree	A local collection point for online/Amazon deliveries in evenings or out-of-working hours (in the new Spar?)	No	The Post Office offers this facility but only during their normal opening hours. The suggestion will be forwarded to the SPAR management.	Refer	Spar	
56	Agree						
57	Agree						
58	Agree						
59	Agree						
60	Agree						
61	Agree						
62	Agree						
63	Agree						
64	Agree	Building of work live units.	Yes	Q34 shows 77% support for conversion of agricultural buildings to provide premises for small scale or craft businesses. These type of conversions might provide suitable locations for this type of mixed use.	Workshop	NPSG	
65	Agree	Building of work/live units	Yes	Q34 shows 77% support for conversion of agricultural buildings to provide premises for small scale or craft businesses. These type of conversions might provide suitable locations for this type of mixed use.	Workshop	NPSG	
66	Don't know						
67	Agree						
68	Agree	Local delivery from local shops such as spar, roots, or even home cooked meals would be quite popular.	No	This is outside the scope of the Neighbourhood Plan. Home deliveries are available from the large supermarket chains. Whether it is economic for local businesses is a decision for their management.	None		
69	Agree						
70	Agree						
71	Agree						
72	Agree						
73	Agree						
74	Agree						
75	Agree						
76	Agree						
77	Agree						
78	Agree						
79	Agree						
80	Agree						
81	Agree	I am not a business owner but in answering Q34 I have no experience of the viability of a craft type business. Regarding the conversion of retail into residential there has been a history of this in the village. Yes of course we wish to retain businesses but we must be practical & not put on too many restrictions such that we end up with empty retail buildings becoming an eye sore because they cannot be developed	Yes	Q4 indicates that the current village services are valued (97% Shop, 96% GP & School, 93% PO, 92% Pub, 87% Churches/Chapel, 84% Hub, and 63% Hairdresser), but the response to Q34 (64% support for conversion of vacant retail spaces to residential use) sends a potentially conflicting signal. Possible interpretations of the Q34 result include 1) the community would rather see retail space converted than lie derelict, or 2) the community is not overly concerned that these are located around the Green, or 3) the community is not overly concerned about retaining retail space. Further consultation will take place to clarify views on retention and location of retail space.	Workshop	NPSG	
82	Agree						
83	Agree						
84	Agree						
85	Agree						
86	Agree						
87	Agree						
88	Agree						
89	Agree						
90	Agree						
91	Agree						
92	Agree						

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
93	Agree						
94	Agree						
95	Agree						
96	Agree						
97	Agree						
98	Agree						
99	Agree						
100	Agree						
101	Agree						
102	Agree						
103	Agree						
104	Don't know	Na	No	Noted	None		
105	Agree						
106	Agree						
107	Agree						
108	Agree						
109	Agree						
110	Agree						
111	Agree						
112	Agree						
113	Agree						
114	Agree						
115	Agree						
116	Agree						
117	Agree						
118	Agree						
119	Agree						
120	Agree						
121	Agree						
122	Agree						
123	Agree						
124	Agree		4 No	Noted	None		
125	Agree						
126	Agree						
127	Agree						
128							
129	Don't know						
130	Agree						
131	Agree						
132	Agree						
133	Agree						
134	Agree						
135	Agree						
136	Agree						
137	Agree						
138	Agree						
139	Agree						
140	Agree						
141	Agree						
142	Agree						
143	Agree	Network meetings	No	The Parish is well served with meeting spaces such as the Hub, Church House, and the Village Hall which could be used to host such meetings if there is sufficient interest. The Steering Group will refer this suggestion to the Parish Council.	Refer	RPC	Anyone wishing to set up such a group should contact the Village Hall Management Committee or The Hub.
144	Agree						

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
145	Agree						
146	Agree						
147	Agree						
148	Agree						
149	Agree						
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree						
155	Agree						
156	Agree						
157	Agree						
158	Agree						
159	Agree						
160							
161	Don't know						
162							
163	Don't know						
164							
165	Agree						
166	Agree						
167	Agree						
168	Agree						
169	Agree						
170	Agree						
171	Agree						
172							
173	Agree						
174	Agree						
175	Agree						
176	Agree						
177	Agree						
178	Agree						
179							
180	Agree						
181	Agree						
182	Agree						
183	Agree						
184	Agree						
185	Agree						
186	Agree						
187	Agree						
188	Agree						
189	Agree						
190	Agree						
191	Disagree						
192	Agree						
193	Agree						
194							
195	Agree						
196	Don't know						
197	Agree						
198	Agree						

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
199	Agree						
200	Agree						
201	Agree						
202	Agree						
203	Agree						
204	Agree						
205	Agree						
206	Agree						
207	Agree						
208	Agree						
209	Agree						
210	Agree						
211	Agree						
212	Agree	N/A	No	Noted	None		
213	Agree						
214	Agree						
215	Agree						
216	Don't know						
217	Agree						
218	Disagree						
219	Agree						
220	Don't know						
221	Agree						
222	Agree						
223	Agree						
224	Agree						
225	Agree						
226	Agree						
227	Agree						
228	Agree						
229	Agree						
230	Agree						
231	Agree						
232	Agree						
233	Disagree						
234	Agree						
235	Agree						
236	Agree						
237	Agree	Lower business rates as per the French model	No	Setting of business rates is outside the control of a Neighbourhood Plan.	None		
238	Agree						
239	Agree						
240	Agree						
241	Agree						
242	Agree						
243	Agree						
244	Agree						
245							
246	Agree						
247	Agree						
248	Agree						
249	Agree	Better mobile signal.	No	Q29 shows that 48% of respondents considered the mobile signal as good, and only 14% considered it poor. Signal quality does vary with mobile provider. The Parish Council will be asked to lobby the appropriate bodies for improvements.	Refer	RPC	This varies with providers.

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
250	Agree						
251	Agree	maintain the post office and postal service - parcel collection at the post office	No	The Post Office has been for sale for a number of years. If it was to close then the SPAR could potentially take the facility over, but this is not guaranteed. An alternative option could be to follow the example of Huby and have the Post Office designated as a community asset and be run by a community group. The Steering Group will obtain some more information on the community asset option. The Royal Mail has a universal service obligation as stated on their website. "Royal Mail has an obligation to deliver mail to every UK address every working day and we go to considerable lengths to deliver to remote and isolated communities across the UK."	Get Data	NPSG	
252	Agree	Superfast Broadband to all areas of the village. Reduce the number of HGV's that use the roads on the periphery of the village, to improve road conditions for all user's.	No	Q29 shows that 60% of the respondents consider broadband to be good, but superfast broadband is only available in some part of the Parish. The Parish Council are actively lobbying for improvement and will be asked for an update on any roll-out plans. Q23 shows that 76% of the respondents either supported or strongly supported HGV restrictions in the village centre. However, it is noted that a major local employer has a long established haulage yard located just outside the Parish. Their route to/from the north skirts the edge of the village, but they do not normally go through the village centre. Disruption to this local business could have adverse economic consequences.	Yes	RPC	Residents can use the Open Reach website to check. Enter your post code. HGV only using roads on the periphery of village is a NYCC Highways Department issue.
253	Don't know						
254	Agree						
255	Agree						
256	Agree						
257	Agree						
258	Agree						
259	Agree						
260	Agree						
261	Agree						
262	Agree						
263	Agree	Suspect available and affordable housing would be most beneficial long term - most tradesmen seem to come from outside the village.	Yes	Q12 shows that affordable housing to own/part own is the most favoured tenure.	Workshop	NPSG	
264	Agree						
265	Agree						
266	Agree	There are a range of alternative energy resources such as anaerobic digesters which can be developed on local farms and as a village source of energy which does not have the negative impact of solar farms and wind farms. They are in villages in Germany and efficiently providing energy to local communities. worth exploring.	Yes	The Steering Group will review what provisions are made in the Local Plan for supporting the deployment of this technology and determine whether a Neighbourhood Plan policy is needed. Neighbourhood Plan policies are designed to sit alongside those in the Local Plan.	Get Data	NPSG	
267	Agree						
268	Agree						
269	Agree						
270	Agree	maintain and increase the frequency of postal services	No	The Royal Mail has a universal service obligation as stated on their website. "Royal Mail has an obligation to deliver mail to every UK address every working day and we go to considerable lengths to deliver to remote and isolated communities across the UK."	None		
271	Don't know						
272	Agree						
273	Agree						
274	Agree						

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
275	Agree						
276	Agree						
277	Agree						
278	Agree						
279	Agree						
280	Agree						
281	Agree						
282	Agree						
283	Agree						
284	Disagree						
285							
286	Agree						
287	Agree						
288	Agree						
289							
290	Agree						
291	Agree						
292	Agree						
293	Agree						
294	Agree						
295	Agree						
296	Agree						
297	Agree						
298	Agree						
299	Agree						
300	Agree						
301	Agree						
302	Agree						
303	Agree						
304	Agree						
305	Agree						
306	Agree						
307	Agree						
308	Agree						
309	Agree						
310	Agree						
311	Agree						
312	Agree						
313	Agree						
314	Agree						
315	Agree						
316	Agree						
317	Agree						
318	Agree						
319	Agree						
320	Agree						
321	Agree						
322	Agree						
323	Agree						
324	Agree						
325	Agree						
326	Agree						
327	Agree						
328	Agree						
329	Agree						
330	Agree						
331	Agree						

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
332	Agree						
333	Agree						
334	Agree						
335	Agree						
336							
337	Agree						
338	Agree						
339	Agree						
340	Agree						
341	Agree						
342	Agree						
343	Agree						
344	Agree						
345	Agree						
346	Agree						
347	Agree						
348	Agree	A range of small development sites of up to 25 units that would meet the requirements of niche local builders rather than national developers.	Yes	Q15 shows that smaller sites are supported by 67% while larger sites are opposed by 80%. Site selection will be determined through a structured process involving workshops and further consultation. It is for Landowners/agents/developers to submit sites for consideration, and builders to bid for projects at the appropriate time. Selection of builders to develop sites is outwith the role of the planning system.	Workshop	NPSG	
349	Agree						
350	Agree						
351	Agree						
352	Agree						
353	Agree						
354	Agree						
355	Agree						
356	Agree						
357	Agree						
358	Agree						
359	Don't know						
360	Agree						
361	Agree						
362	Agree						
363	Agree						
364	Agree						
365	Agree						
366	Agree						
367	Agree						
368	Agree						
369	Agree						
370	Agree						
371	Agree						
372	Agree						
373	Agree						
374	Agree						
375	Agree						
376	Agree						
377	Agree						
378	Agree						
379	Disagree						
380	Agree						
381	Agree						
382	Agree						

ID No	Opinion on Vision	Consultee Comment on Business (Q35)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know						
388							
389	Agree						
390	Don't know						
391	Agree						
392	Agree						
393	Agree						
394	Agree						
395	Agree						
396	Agree						
397	Agree						
398	Disagree						
399	Agree						
400	Agree						
401	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
3	Agree	Vehicles parking on and ruining the green is a huge issue especially in the winter months	No	Maintenance of the village green, and parking enforcement is not a Neighborhood Plan issue. The village green is the responsibility of Rudby Parish Council and this comment will be forwarded for their for attention.	Refer	RPC	RPC look after the green and are looking at ways to stop parking on the green and the pavements.
4	Don't know						
5	Agree						
6	Agree	I would prefer to keep the magnificent views on Belbrough Lane so building on the preferred site should consider this.	Yes	Preferred sites which are viable, available and have the capacity to deliver the quantity of development set by the Local Plan will be identified through a structured process involving workshops and further consultation. The number of sites, their distribution, and housing mix will be determined through this process. Evidence which will be taken into account includes responses to Q15, Q16 and Q32 of the Questionnaire. Q16 shows that 84% think that impact on landscape/vistas is an important site selection criteria.	Workshop	NPSG	
7	Agree	Easily substantiated is both the amount and variety of wildlife in the greenfield behind Rudby Farm which co-exists with a very large number of local people using the paths for recreational use. I do hope this facility is preserved intact and if necessary some agreement / compensation be made with the farmer to maintain the status quo.	Yes	Q30 shows the natural environment to be important to 85% of those that responded, and Q15 shows that 60% are opposed to use of village edge/greenfield sites. However, the Local Plan proposes to allocate 70 houses for the Parish, and the Steering Group view it as unlikely that these can be accommodated without some use of greenfield land.	Workshop	NPSG	
8	Agree	Must retain a village character and not turn the village into a commuter suburb.	Yes	Q3 shows that 93% of respondents agreed with the Vision Statement which says "... The village will remain distinct in character from nearby market towns and suburbs."	Workshop	NPSG	
9	Agree						
10	Agree						
11	Agree						
12	Agree						
13	Agree						
14	Agree						
15	Agree						
16	Agree	None	No	Noted	None		
17	Disagree						
18	Agree						
19	Agree	the street lighting at night around the village needs to be significantly improved	No	Street lighting is the responsibility of Hambleton District Council and North Yorkshire County Council. This comment will be forwarded to Rudby Parish Council requesting escalation to the appropriate authority.	Refer	RPC	Street lights are the responsibility of HDC / NYCC
20	Agree						
21	Don't know						
22	Agree						
23	Agree	I chose to live in Hutton Rudby because I liked it very much as it was 25 years ago. I don;t want to see wholesale change. Vested interests talk about the need for more building but many houses take a long time to sell and have not kept pace with price inflation in many nearby areas. An attraction of the village is the harmony between most long term residents and incomers. This is fragile in a fast expanding community.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
24	Agree	Speeding in the village which has never been properly addressed. 30mph should be moved to nearer the cricket club together with calming measures as lot of young children on new estate. Junction on campion lane needs sorting as cant see traffic when turning right heading towards a19.	No	90% of those that responded to Q22 of the questionnaire considered speeding in the village and rural area to be a significant issue. Speed enforcement does not fall within the remit of the Neighbourhood Plan but the suggestions will be forwarded to the relevant department of NYCC via the Parish Council.	Refer	RPC	The Parish Council requested that the 30 mph signs in Station Lane and Garbutts Lane be moved down the lanes but the County Council did not agree.
25	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
26	Agree	Would the local school be able to accommodate the increase in housing.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan.	Workshop	NPSG	
27	Agree						
28	Agree	(A) Q19 refers to the Village Design Statement. This is important but needs keeping under review. For both housing and street furniture, good 21st Century design is preferable to 19th Century pastiche. (B) The village green (presumably) was originally common land on which animals could be grazed. It isn't appropriate for tree flower tubs and plantings of domestic daffodils. By contrast, it could with benefit be treated to discourage the weeds that have taken over so much of it.	Yes	Q19 shows that 83% of those that responded agree the Neighbourhood Plan should set out design preferences. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated. Maintenance and management of the green is the responsibility of Rudby Parish Council the comments on the green will be forwarded to them for consideration.	Refer	RPC	The comments on the Green are noted.
29	Agree						
30	Agree						
31	Agree	Regarding Broadband: Speed is not the issue - bandwidth is. E.g. there are noticeable speed drops when schoolchildren return home and get on line!!	No	Broadband performance is not a Neighbourhood Planning issue, however, this comment will be forwarded to the Parish Council with a request they escalate to the appropriate authority.	Refer	HDC	
32	Agree						
33	Agree						
34	Agree	I strongly believe that expansion should be shared equally throughout the parish and the village to negate a "us and them mentality" or to put it in local terms a "Hutton and a Rudby"	Yes	The distribution pattern and location of sites will be determined through workshops and further consultation. Q15 shows 71% support for development being distributed around the Parish.	Workshop	NPSG	
35	Agree						
36	Disagree						
37	Agree						
38	Agree						
39	Agree						
40	Disagree	Typically Bias "NOT IN MY BACKYARD" questionnaire	Yes	The Steering Group would be interested to hear what aspects of the questionnaire you view as "NOT IN MY BACKYARD". Neighbourhood Planning is not a tool for preventing development, but gives communities influence on what form it takes and where it is located.	None		
41	Agree						
42	Agree						
43	Agree	In my response to the Hambleton DC re-the Preferred Options Consultation, I have stressed that the integrity of the village should be maintained, and hence development outside the existing boundaries should be minimal. In particular at the risk of sounding NIMBY I have suggested that as all of the village amenities are on the south side of the river, soon to increase when the shop premises move to the ex-Greaves Garage site, and given the problems of getting there by the elderly and disabled for example, there should be no further development increasing the population of the Rudby area. This also appears to be the view in the Consultation Document which dismisses all Rudby sites as non-preferred	Yes	The distribution pattern and location of sites will be determined through workshops and further consultation. Q15 shows 71% support for development being distributed around the Parish. Sites selected by the Neighbourhood Plan may turn out to be different to those proposed as preferred sites by Hambleton.	Workshop	NPSG	
44	Agree						
45	Agree						
46	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
47	Agree	I do not think that the village infrastructure or facilities could support large scale housing development. There is obviously not a need for "executive " style homes as there are already a large number of unsold substantial houses for sale. We need affordable housing/starter homes to encourage younger families to live here. We need to resolve the increasing problem of cars.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the GP & School about any capacity issues which might arise from the proposed scale of development. For market housing, Hambleton's Strategic Housing Market Assessment only identified a requirement for between 5-10% 4 bedroom plus dwellings because of the high proportion of larger homes within the existing stock. Q12 shows 75% support for affordable homes to own/part own, and 61% support for affordable/social housing to rent.	Refer	GP & School	
48	Agree						
49	Agree						
50	Agree	Street lighting is considerably worse since new lighting installed. Village Hall car park is unlit and dangerous especially when busy with children's groups.	No	The village hall car park is the responsibility of the Village Hall Management Committee who are planning to put lights in the car park. Street lighting is the responsibility of Hambleton District Council and North Yorkshire County Council. This comment will be forwarded to Rudby Parish Council requesting escalation to the appropriate body.	Refer	RPC	Street lights are the responsibility of HDC / NYCC
51	Agree						
52	Agree						
53	Don't know						
54	Agree						
55	Disagree	More effort to identify areas for community based car-parking in new and existing built up areas (e.g. as provided at the back of Enterpen Hall)	Yes	Q22 response shows that 91% of people agree there should be more provision for parking in new developments. This is likely to form part of the Neighbourhood Plan.	Workshop	NPSG	
56	Agree						
57	Agree	This is a nice place to live. Any new developments must not increase the flood risk. Solar panel installations should be used for the benefit of the local people with a possible rebate to them	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but flood risk which Q16 shows is rated as important by 95% of respondents is a mandatory criteria. Q20 shows that renewable energy (which includes solar panels) is an important design issue for 74% of respondents.	Workshop	NPSG	
58	Agree						
59	Agree	The area will be in danger of losing more of its community with greater development, although it has to happen to a degree, but in the 30 years I have lived here there are a growing number of people who do not acknowledge each other or volunteer to support groups and that is shameful.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
60	Agree	The development plan should also look at the longer term vision for the village and what will be needed in 10-20years time. eg the school will be too small if development of the wider catchment area is considered. There is no room for expansion and parking is already a problem - land could be earmarked now in the Plan linked to a potential development site..The allotments are partially shaded by large trees to the south leaving an unused area and there is no parking - a new site is required in the plan leaving the site available for housing within the village boundary.	Yes	The Neighbourhood Plan is expected to cover the period up to 2035 (the same as the emerging Local Plan) at which point it is envisaged that it would then be reviewed and updated to maintain consistency with the Local Plan. The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the School and GP on any capacity issues which might arise from the quantity of development proposed for the Parish in Hambleton's new Local Plan. However, any project to relocate the school would have to be initiated by the school/education authority, and choice of site would be primarily driven by their requirements. The Steering Group view is that until/unless a project is initiated by the school, any attempt to allocate a site would be premature. Consideration could be given to the most appropriate use of the current school site should it ever be vacated. The Steering Group will ask the Parish Council (who control the allotments) for their views on relocation, but it is noted that the allotments lie within the Conservation Area, access through Goldie Hill could be problematic, and that a suitable alternative piece of land would have to be acquired. Access other than through Goldie Hill, and development of any land other than the allotments would also require the consent of the relevant landowners.	Workshop	NPSG	
61	Agree						
62	Agree						
63	Agree	I think the movement of the Spar shop from the centre to the edge of the village is a disadvantage to villagers and I would favour any business or other service provision located in the village centre to maintain the attraction of the centre for meeting people and gossip!	Yes	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan. The Steering Group note that a village, located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail space. The Steering Group note that banking industry continues to reduce branch networks with further closures in nearby market towns announced recently.	Workshop	NPSG	
64	Agree						
65	Agree						
66	Don't know						
67	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
68	Agree	The village does not necessarily need to grow to improve, the management and redevelopment/improvement of existing facilities and maintenance of village boundaries should be considered as a priority. If more housing were to be the plan, then facilities, roads, infrastructure etc. should be developed beforehand and not afterwards as a catch up. Forward thinking and forward planning for correct investment and where the village intends to be for the future should be key to any planning decisions.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Refer	NPSG	
69	Agree						
70	Agree	As there is little public transport, most new residents will be car owners. The impact on traffic levels of single track roads is particularly noticeable. It is important that there is enough room on the road for traffic to get on and off from new developments.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services. Q16 shows that 82% think good access to the road network is an important site selection criteria.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
71	Agree						
72	Agree						
73	Agree						
74	Agree	Adherence to village boundaries. Proper consideration of the need for additional housing in the village at all. The employment prospect in this area of North Yorkshire and in Teesside, the traditional employment area is desperate. We do not need new houses just to satisfy the financial greed of speculative builders to make another quick buck	Yes	The amount of development is determined by Hambleton's Local Plan. the Steering Group view it as unlikely that the 70 homes proposed by the Local Plan can be accommodated without some adjustment to village boundaries. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
75	Agree						
76	Agree						
77	Agree						
78	Agree						
79	Agree	We need to keep the village as a village and support the current facilities. Tolerance with new development and increasing traffic over coming years will be required.	Yes	This view is well aligned with the vision statement which Q3 shows is supported by 91% of respondents.	Workshop	NPSG	
80	Agree						
81	Agree	It is important that the Neighbourhood Plan is supported by all authorities such that the community decides its future & ideas of others are not forced upon us. I have commented in the Local plan regarding the need for Development boundaries. These must be retained. Another element is the way that HDC treat north of the river different to the whole. Hutton Rudby is one village. It is not Rudby & Hutton Rudby. In chatting to HBC officers they indicated that the Neighbourhood plan process was where this could be decided. Hopefully common sense will prevail & the village will be considered as one. If not & separation is decided then may I suggest that the bridge be pedestrianised with access only afforded to emergency vehicles. Mmmmm!!!	Yes	(1) It is national policy that Neighbourhood Plans should be recognised, and Hambleton have made clear statements acknowledging the role of Neighbourhood Plans in the preferred options documents for their new Local Plan. (2) Q16 shows that "strong boundaries" which create natural limits to site expansion are important site selection criteria for 84% of respondents (3) The Neighbourhood Plan designated area includes the full extent of the four Parishes (Hutton Rudby, Middleton, Rudby and Skutterskelfe) which are covered by Rudby Parish Council. Within the Neighbourhood Plan process, any potential development site will be evaluated on its own merits through workshops and further consultation. There are no pre-selected preferred or non-preferred zones based on internal Parish boundaries or settlement hierarchy considerations. The physical geography, flood risk, and protected status of the Leven Valley has created a small physical separation between Hutton Rudby and Rudby which is likely to persist in the long term, but together they form a single community and settlement area with shared services.	Workshop	NPSG	

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
82	Agree	I would like to re-emphasise my strong opposition to developing at only one end of the village. The village is quite large enough and we should endeavour to infill into existing spaces, thereby protecting the outskirts of the village.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish. The distribution pattern and location of sites will be determined through workshops and further consultation. Q15 shows 71% support for development being distributed around the Parish, and 59% support for use of infill/central sites. Sites selected by the Neighbourhood Plan may turn out to be different to those proposed as preferred sites by Hambleton.	Workshop	NPSG	
83	Agree						
84	Agree						
85	Agree						
86	Agree	Gradual small-scale development is essential to help sustain existing amenities.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
87	Agree						
88	Agree						
89	Agree						
90	Agree						
91	Agree						
92	Agree						
93	Agree						
94	Agree						
95	Agree						
96	Agree	I would like to press for more recognition of the needs of vulnerable adults of working age with disabilities living in the village. For example - sheltered/supported accommodation etc is not just for elderly people, it should also be for younger adults who have connections with the village, probably have lived here most/all of their lives, and would like to remain here, close to family, but not actually living with them!	Yes	The responses to Q11 in the questionnaire shows us that 69% of respondents agree that supported/sheltered living should be included in the developments in the Parish. This was intended to encompass the housing needs of both younger adults and of the elderly. Hambleton have confirmed that there is a scheme in Northallerton with 6 units for Learning Disabilities and also one scheme for Mental Health clients. However, there are no such schemes in the Northern end of the District.	Workshop	NPSG	
97	Agree	The highway drainage on Middleton Road is in disputed ownership between the water authority and the highways authority so currently is not maintained. It is in poor condition and needs to be repaired but neither party will do so. In heavy rain conditions this poses a substantial flood risk to adjacent properties. If we cannot get this sort of thing right we are not likely successful with a major planning exercise!	No	Resolving this does not form part of the Neighbourhood Plan remit, but the Steering Group will forward the comment to the Parish Council for escalation to the relevant authorities.	Refer	RPC	This can be reported on North Yorkshire County Council's website.
98	Agree	Whilst being supportive of moderate village housing and facilities development, I would not like to see the village become one continuous building site for the next 20 years or so. Strategic control of construction phases and duration is essential, together with a requirement on developers to propose measures within their applications which will minimise all the negative aspects of construction work eg. traffic, noise, vehicle movements, road dirt etc.	Yes	The amount of development is determined by Hambleton's Local Plan which proposes 70 homes over a 17 year period. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
99	Agree						
100	Agree						
101	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
102	Agree	Avoid too much development in Rudby to avoid overstressing traffic bottleneck on Hutton Bank. Avoid Blue Barn Lane becoming an access road to a major development - very popular with walkers, families, dog walkers and horse riders. Also the junction of Middleton Rd and Stokesley Rd is not adequate for a significant increase in traffic.	Yes	Residents make regular journeys to/from local services, Stokesely, Northallerton, and Teesside. Some proportionate increase in traffic flows on Rudby Bank is likely to occur wherever the development is located. Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but Q16 shows that the criteria good access to road network is important to 82% of respondents.	Workshop	NPSG	
103	Agree	Let agricultural land be agriculture land and not let "pockets" of land be static caravan parks.	Yes	The questionnaire results show that 82% of people either oppose or strongly oppose developments for caravans.	Workshop	NPSG	
104	Don't know	If the village is to grow with increased housing it would be important to consider increasing the amenities and facilities in order to cope with a bigger community.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from school and GP about any capacity issues which might arise from the proposed scale of development. The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
105	Agree	It is very important to keep the village atmosphere in Hutton Rudby and not to over develop it. Extra housing is inevitable but on a scale to suit the village and its amenities.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
106	Agree						
107	Agree	Careful and thoughtful development is required to ensure our village thrives but does not become overwhelmed with excessive new developments. Boundaries need to be protected to maintain greenfield and the NP needs to conserve vistas enjoyed by so many residents of the village.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish. Q15 shows that 60% are opposed to use of village edge/greenfield sites, while Q16 shows that "Strong Boundaries" are an important site selection criteria for 81% of respondents, and impact on landscape/vistas is important for 84%. However, as the Local Plan proposes to allocate 70 houses for the Parish, and the Steering Group view it as unlikely that these can be accommodated without some use of greenfield land.	Workshop	NPSG	
108	Agree	Deep appreciation to 'Save Hutton Rudby' and the Parish Council for the work they have done in raising these issues and taking us forward.	Yes	Noted	None		
109	Agree	Parking on pavements, junctions and bus stops is stupid and dangerous - this needs sorting before anymore housing, there are very often near misses. I do not agree with the removal of the village settlement boundary in the proposed local plan - I think the neighborhood plan should set out a strong clear settlement boundary to prevent the sprawl of the village and keep a proper village feel.	Yes	Parking enforcement is not a Neighbourhood Planning issue, but your comments will be forwarded to the Parish Council who can lobby the relevant authority on your behalf. Q16 shows that "Strong Boundaries" is an important site selection criteria for 81% of respondents.	Workshop	NPSG	
110	Agree	Maintaining boundaries for development is very important. Conservation of high grade agricultural land and greenfield sites should be paramount.	Yes	Q16 shows that "Strong Boundaries" are an important site selection criteria for 81% of respondents, while Q15 shows that 60% are opposed to use of village edge/greenfield sites. However, as the Local Plan proposes to allocate 70 houses for the Parish, the Steering Group view it as unlikely that these can be accommodated without some use of greenfield land.	Workshop	NPSG	

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111	Agree						
112	Agree	Planning conditions for Parish infrastructure have not been carried out by recent developments this needs to be addressed as the next developers will think they can also will not fulfill their obligations	No	The Steering Group suspect that this comment may relate to the lack of a footpath from Paddocks End which has been raised at Parish Council meetings and escalated to Hambleton. If this comment relates to another issue, please provide details to the Parish Council.	Refer	NPSG	
113	Agree	The present projections place al dvelopment to the areas west of the Cricket field on a seires of blind bends without any thought ofr traffic management or speed management .Development should be equally spaced arounfd thevillage with out any "special " areas and traffic managementy should be equally applied to all entrance and exit roads to the village instead of the selected few areas.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. The distribution pattern and location of sites will be determined through workshops and further consultation. Q15 shows 71% support for development being distributed around the Parish, while Q16 shows good access to the road network is important for 82%. The Parish has use of two speed matrix signs which are rotated around three locations (Belbrough Lane, Garbutts Lane, and Stokesley Road).	Workshop	NPSG	
114	Agree	Concerns about growth in so called 'temporary dwellings' (avoiding normal planning requirements) taking over agricultural land along the Stokesley to Hutton Rudby Road.	Yes	Hambleton have carried out an assessment of Gypsy and Traveller accommodation needs which shows that only one additional Traveller pitch is needed within Hambleton in the period up to 2031. In December 2016, Hambleton adopted their new Gypsy, Traveller and Travelling Showpeople Guidance Note for development control of such sites. Enforcement action is ongoing in a number of cases.	None		
115	Agree	My major worry is the loss of agricultural land and the vista to the North York Moors from Belbrough lane. The view frames the village entrance and sets Hutton Rudby apart from other villages, particularly from the Belbrough road access point.	Yes	Q15 shows that 60% are opposed to use of village edge/greenfield sites, while Q16 shows that "Strong Boundaries" are an important site selection criteria for 81% of respondents, and impact on landscape/vistas is important for 84%. However, as the Local Plan proposes to allocate 70 houses for the Parish, the Steering Group view it as unlikely that these can be accommodated without some use of greenfield land.	Workshop	NPSG	
116	Agree						
117	Agree						
118	Agree						
119	Agree	For a village with an ageing population I believe it is very important that the neighbourhood plan accommodates the inclusion of the younger generations providing facilities for children and teenagers and affordable housing for young familes and young adults on rural wages.	Yes	Q9 of the questionnaire shows 29% of people believe that the facilities and activities for teenagers are either poor or very poor in the Parish. Q12 shows that affordable housing to own or rent has the support of over 60% of people filling out the questionnaire. This will be taken into consideration in formulation the Neighbourhood Plan.	Workshop	NPSG	
120	Agree						
121	Agree	Every winter, a number of accidents occur on Campion Lane. HGV's and school buses use this route regularly. Do we need a fatal accident before something is done to upgrade the priority status of this road?	No	North Yorkshire County Council are responsible for gritting of roads and for deciding which roads to grit. Despite lobbying by many residents, the Parish Council, our District Councillor, and our MP they decided not to include Campion Lane on the gritting schedule for 2016/17. Your comment will be forwarded to the Parish Council so they can lobby on your behalf for the 2017/18 winter season.	Refer	RPC	Despite a lot of lobbying the County Council will not include Campion Lane on their priority gritting schedule. The Parish Council has provided a grit bin.
122	Agree						
123	Agree						
124	Agree						
125	Agree						
126	Agree						
127	Agree	Worry about habitat (buildings changing) affecting wildlife especially barn owls. I am a keen conservationist and hope members of the parish keep the village a village (if a bit sprawling for my liking) and care about man and beast alike!!	Yes	The Local Plan proposes to allocate 70 houses for the Parish, and the Steering Group view it as unlikely that these can be accommodated without some use of greenfield land. Q30 shows the natural environment to be important to 85% of those that responded.	Workshop	NPSG	
128							
129	Don't know						
130	Agree						
131	Agree						
132	Agree						

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133	Agree						
134	Agree						
135	Agree						
136	Agree						
137	Agree						
138	Agree						
139	Agree						
140	Agree						
141	Agree						
142	Agree						
143	Agree						
144	Agree						
145	Agree						
146	Agree						
147	Agree						
148	Agree						
149	Agree	Footpath quality is very poor. Grass verges and council land not maintained adequately.	No	Q24 of the questionnaire shows that 56% of respondents felt the roads pavements and footpath were either good or very good although 63% felt the winter treatment of pavements was either poor or very poor. Maintenance is not a Neighbourhood Plan issue, so this will be passed on to the Parish Council for escalation to the relevant authority.	Refer	RPC	The Parish Council work with the County Council to improve footpaths and are actively working to improve the river footpath.
150	Agree						
151	Agree						
152	Agree						
153	Agree						
154	Agree	Keeping pavements free of ice especially when there is a slight chill especially on the estates which are often neglected.	No	Q24 shows that 63% felt the winter treatment of pavements was poor. This comment will be passed on to the Parish Council for escalation to the relevant authority.	Refer	RPC	Grit bins are provided by the Parish Council for residents to use.
155	Agree						
156	Agree						
157	Agree	I and my friends badly need bungalows or flats to rent in our village.	Yes	Q8 shows 88% support 2-3 bedroom homes and 73% support retirement homes.	Workshop	NPSG	
158	Agree	Broadacres H. Assn. are good landlords but I think they should install solar panels on our roofs. We should all have solar panels to reduce our use of gas/electricity from main grid. Lights on all footpaths within and linking roads in village. Reinstatement of bus service to Yarm/Station very much needed. Please create where poss. new circular linking walks with kiss gates instead of stiles. Please ask farmers/landowners to maintain stiles/kiss gates and provide better signage on footpaths to help walkers not to stray off the paths or injure themselves. Please try and help mobility scooters stay off our narrow estate roads.	No	Q20 shows that 74% agreed that renewable energy is an important issue, and the suggestion on solar panels will be forwarded to Broadacres. Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services. Your comments on footpaths and kiss gates will be forwarded to the Parish Council for escalation to the relevant authority.	Refer	RPC	Tariffs have fallen making solar less viable. Footpath and Road lighting are the responsibility of Hamblton District Council/NYCC. Buses are responsibility of HDC and NYCC. Footpaths are the responsibility of HDC.
159	Agree	We need to retain the character of the village with any developments that go ahead not turn the village into a housing estate to line the farmers and council's pockets.	Yes	Q3 shows that 93% of respondents agreed with the Vision Statement which says "... The village will remain distinct in character from nearby market towns and suburbs."	Workshop	NPSG	
160							
161	Don't know						
162		I live on the Levendale estate near the new shop and we are made to feel we live at the POOR end of the village FACT!	No	Noted	None		
163	Don't know	No fracking	No	Fracking is outside the scope of Neighbourhood Planning, and any planning applications relating to it would be determined by NYCC.	None		
164							
165	Agree						

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166	Agree	Traffic speed through village and even more so, up and down Rudby Banks.	No	Traffic enforcement is not a Neighbourhood Plan issue. The comment will be passed to the Parish Council for escalation to the relevant authorities.	Refer	RPC	Noted
167	Agree	Parking is a huge problem in the village but would be impossible to resolve.	No	Noted	Refer	RPC	Noted
168	Agree						
169	Agree						
170	Agree	Thanks for helping protect the look and feel of our village!	Yes	Noted	None		
171	Agree	The 'village' needs to fight against the land agents who want to force planning for new houses purely for their own profit and decide what's BEST for our beautiful village!	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
172		Improve street lighting - totally unsatisfactory. Dangerously so in some areas.	No	Street lighting is the responsibility of Hambleton District Council and North Yorkshire County Council. This comment will be forwarded to Rudby Parish Council requesting escalation to the appropriate authority.	Refer	RPC	Street lights are the responsibility of HDC / NYCC
173	Agree						
174	Agree						
175	Agree						
176	Agree	Any solar farms to be hidden from general view	Yes	Q33 shows that although less unpopular than windfarms they are opposed by 47% of respondents.	None		
177	Agree						
178	Agree						
179							
180	Agree	I have made comments which relate to our road with Q28. Just to add that the traffic is threefold, it was never a school entrance.	Yes	Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan.	Workshop	NPSG	
181	Agree						
182	Agree						
183	Agree						
184	Agree						
185	Agree						
186	Agree	Protection of village green. The reduction of cars parking in Main Street (at Hub, etc.) Reduction of noise from nighttime economy. Responsible attitudes from dog owners need to be increased (the dirty/lazy owners)	No	The protection of the green is the responsibility of the Parish Council and the comment will be forwarded to them. Car parking in the village is an issue with 91% of respondents to Q23 favouring more parking provision in new developments while 47% support parking restrictions. Dog fouling is an ongoing issue for many communities, enforcement responsibility lies with the District Council who have a dog warden and power to issue fines.	Refer	RPC	The Parish Council discourages parking on the village green. The reduction of nighttime economy noise is not the responsibility of the Parish Council. Hambleton District Council has a Dog Warden but prosecution of offenders is dependent upon people being prepared to give evidence.
187	Agree						
188	Agree						
189	Agree						
190	Agree	We need a better bus service, 1 every 4 hours is not enough.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
191	Disagree						
192	Agree	Traffic calming before entering village at Garbutts Lane would be v. welcome. Increased houses = increased congestion. Improve traffic flow down Doctors Lane e.g. one way.	No	The results of Q23 show that traffic calming measures are a divisive issue within the community with 46% supporting and 35% against. Traffic calming is the responsibility of County Councils but they vary their approach around the country.	Refer	RPC	NYCC do not seem to favour traffic calming schemes

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193	Agree	Poor road maintenance is an issue. Potholes are not dealt with and are dangerous.	No	Road maintenance is the responsibility of NYCC Highways. Potholes can be reported directly to them or through the Parish Council.	Refer	RPC	This is a County Council responsibility and concerns can be reported on their website.
194		Please improve public transport to Stokesley also a service to York would be brilliant.	No	Q25 gathered information on current usage of public transports to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
195	Agree						
196	Don't know						
197	Agree	Keep parish residents informed of all possible developments and indicate how these may impact the local environment and impact the proposed Neighbourhood Plan.	Yes	The Neighbourhood Plan team have a web-site and an email circular to keep residents of the parish informed on the development of the plan. http://plan.rudbyparishcouncil.org.uk/wp/ . To subscribe to the mailing list please contact allansmortimer@aol.com	Workshop	NPSG	
198	Agree						
199	Agree						
200	Agree						
201	Agree						
202	Agree	School parking in Doctors Lane can be a problem.	No	Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan.	Refer	RPC	Noted
203	Agree						
204	Agree						
205	Agree						
206	Agree						
207	Agree	West End/Elwick Tce. Noise & traffic nuisance. The meat processing unit starts at 4:40am - 5am every day. Car/van doors slamming or sliding. Large vehicles park right up to the top of North End through the day. It's an accident waiting to happen. The old Butchers is no more, it has crept up to being something quite different. It shouldn't be in a residential area, probably in the conservation area too.	No	This is outwith the scope of a Neighbourhood Plan. Excessive noise should be reported to the district council who have a legal duty to investigate complaints of statutory nuisances caused by excessive noise. If there are planning conditions restricting hours of use and noise levels, there may be a case for planning enforcement. This complaint will be forwarded to Rudby Parish Council who may raise it with Hambleton on your behalf.	Refer	RPC	Noted
208	Agree	Poor road surface	No	Road maintenance is the responsibility of NYCC Highways Department. Any specific problems should be reported directly with NYCC or through the Parish Council	Refer	RPC	This is a County Council responsibility and concerns can be reported on their website.
209	Agree						
210	Agree						
211	Agree						
212	Agree	N/A	No	Noted	None		
213	Agree						
214	Agree						
215	Agree						
216	Don't know						
217	Agree						
218	Disagree	On HDC's own figures population growth in the last 10 years was 6.5%, if this rate is maintained then we need a plan to accommodate only 10 or eleven persons per annum in HR! Because there are chronic housing shortages in the south east we should not be stampeded in to inappropriate large developments here.	Yes	The amount of development is determined by Hambleton's Local Plan which proposes 70 houses over a 17 year period. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish. The Steering Group note that 10 or 11 people per annum at the average household size would be equivalent to about 5 houses per year, or approximately 85 houses over the plan period.	Workshop	NPSG	

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219	Agree						
220	Don't know						
221	Agree						
222	Agree						
223	Agree	I have completed this survey reflecting my views now but appreciate that the needs of the Parish will have to encompass all members of the Parish and that if personal circumstances were to change I may have a very different view so would like all aspects of this survey to be taken into account as they may become relevant to me at another stage in my life.	No	Noted	None		
224	Agree	It is important to retain the allotments in their current location in the centre of the village not only for the allotments but to continue to provide a wildlife haven in the centre of the village and conservation area.	No	The Parish Council control the allotments which lie within the Conservation Area. The Parish Council will be asked what their intentions are for the future of the allotments.	Refer	RPC	The allotments are in a good location in the middle of the village.
225	Agree						
226	Agree						
227	Agree						
228	Agree	The Spar shop on the village green should be kept as retail premises for people who live in the centre of the village.	Yes	The Steering Group note that a village, located close to a market town, and without a tourist trade, is a challenging business environment for specialist shops and catering businesses. It is a matter for prospective owners to determine whether there is a viable business case. The Neighbourhood Plan can have an enabling role through policies aimed at retaining existing retail space or making it easier to change the use of buildings to support new businesses. The response to Q34 indicates 77% support for conversion of agricultural buildings for small scale or craft business, but also indicates 64% support for conversion of vacant retail space to residential use. Support for loss of retail space in Q34 seems inconsistent with the results from Q4 which shows high levels of support for retail services. The Steering Group suspect that the response to Q34 may be representing a view that it is better to convert a vacant unit than for it to become derelict. Further consultation is required to clarify views on retention and location of retail space. The Steering Group note that banking industry continues to reduce branch networks with further closures in nearby market towns announced recently.	Workshop	NPSG	
229	Agree	If a petrol pump is provided at the west end of Garbutts Lane, at the exit to the village next to the new SPAR shop, there should not be any canopy which would severely spoil the vista and character of the village.	No	Planning approval for the relocation of the SPAR and associated petrol station has already been granted. The Steering Group note that the response to Q4 indicates that only 30% of respondents see the petrol pumps as an important service, and are aware that some residents continue to have concerns over the relocation of the shop and safety issues. However, the decision cannot be changed through the Neighbourhood Plan.	None		
230	Agree						
231	Agree						
232	Agree						
233	Disagree						
234	Agree	Skutterskelfe has no gas, no high speed broadband, no street lighting, no reticulated sewerage, no pavements despite paying the same amount of council tax. In addition even though it is a residential area, there is no 30 or 40 mph speed limit. Also strongly oppose the creeping gypsy development in the area.	Yes	The concerns about gas, broadband, street lighting, pavements and council tax will be escalated to the Parish council to lobby the relevant departments of HDC and NYCC. The questionnaire results show that 82% of people either oppose or strongly oppose developments for caravans. Hambleton have carried out an assessment of Gypsy and Traveller accommodation needs which shows that only one additional Traveller pitch is needed within Hambleton in the period up to 2031. In December 2016, Hambleton adopted their new Gypsy, Traveller and Travelling Showpeople Guidance Note for development control of such sites. Enforcement action is ongoing in a number of cases.	Refer	RPC	NYCC have not supported previous Parish Council requests to move speed limits (e.g. at Station Lane and Belbourn Lane).

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235	Agree						
236	Agree						
237	Agree						
238	Agree						
239	Agree						
240	Agree						
241	Agree	Any housing development must be sympathetic to the character of the village and for this reason I would support small in fill community/housing association developments rather than a larger commercial development.	Yes	The distribution pattern and location of sites will be determined through workshops and further consultation. Q13 shows that Housing Association developments were supported by 54% and opposed by only 19%, with the most popular option being Community Led Development. Q11 shows that the most favoured housing types were 2-3 bed (88% support), retirement (73%), and supported/sheltered living (69%). Q12 showed that the most favoured tenures were affordable owned/part owned (75%), and open market owned (70%). Q15 shows that large sites were opposed by 80%.	Workshop	NPSG	
242	Agree	We must ensure that we don't allow masses of building over fields as it would ruin the character of the village plus the amenities in the village would not be able to cope with a huge number of extra people. However I think providing affordable housing for local residents is important in small sites preferably within already built on land.	Yes	The distribution pattern and location of sites will be determined through workshops and further consultation. Q13 shows that Housing Association developments were supported by 54% and opposed by only 19%, with the most popular option being Community Led Development. Q11 shows that the most favoured housing types were 2-3 bed (88% support), retirement (73%), and supported/sheltered living (69%). Q12 showed that the most favoured tenures were affordable owned/part owned (75%), and open market owned (70%). Q15 shows that large sites were opposed by 80%.	Workshop	NPSG	
243	Agree						
244	Agree						
245							
246	Agree						
247	Agree						
248	Agree						
249	Agree	Blue Barn Lane is already used frequently by dog walkers, horse riders and hikers; it should therefore retain its unique character, not become an access road to a large estate. The junction at Middleton Road/ Stokesley Road is also unsuitable for high traffic volumes.	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but Q16 shows that the criteria good access to road network is important to 82% of respondents.	Workshop		
250	Agree	I oppose all of the sites as the village is large enough, develop the a19 corridor and crathorne instead. stop the 'travelling' community buying plots of land and building on it, this type of development seems to be totally ignored by hambleton c.c.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish. Hambleton have carried out an assessment of Gypsy and Traveller accommodation needs which shows that only one additional Traveller pitch is needed within Hambleton in the period up to 2031. In December 2016, Hambleton adopted their new Gypsy, Traveller and Travelling Showpeople Guidance Note for development control of such sites. Enforcement action is ongoing in a number of cases.	Workshop	NPSG	
251	Agree	In answering many of these questions my answers depend upon specifics e.g. location, sensitivity to village character, scale	Yes	Noted	None		
252	Agree						
253	Don't know						
254	Agree						
255	Agree						
256	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
257	Agree	There is a danger that planning of the shape of the village might be unduly influenced by the relocation of the SPAR shop to the old garage site. SPAR is a commercial operation that might disappear if the business climate changes. The only true centre of the village is The Green. It is important that future development takes this into consideration.	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but it is noted that being close to village services was the lowest ranked of 8 criteria in Q16.	Workshop	NPSG	
258	Agree						
259	Agree						
260	Agree						
261	Agree						
262	Agree						
263	Agree						
264	Agree						
265	Agree						
266	Agree	I would like to see a robust Neighbourhood Plan which will enable the parish to maintain some control of the development of the parish to work cooperatively with Hambleton Council.	Yes	The Steerin Group are grateful for the assistance they have received to date from Hambleton. The commitment of Hambleton to Neighbourhood Planning is demonstrated in clear statements in the preferred policies for the new Local Plan.	Workshop	NPSG	
267	Agree						
268	Agree						
269	Agree						
270	Agree						
271	Don't know	As a farmer with land around the settlement of Rudby I have noted with interest the attempts by some landowners to secure planning permission for large housing schemes in and around both Hutton Rudby and Rudby. I think we all recognise that there is both a national and local shortage of housing and I support the attempts by the Government to find more land in the right locations. I was born in Hutton Rudby and my family have farmed here for generations. I believe that we need to find the right kind of development to meet the village's needs. On a general level I believe it is sensible to start to look at the settlement of Rudby as a part of Hutton Rudby for the purposes of housing delivery. At the present time Hutton Rudby will face the pressure to provide large scale housing to the detriment of the village and, in particular, its more historic core. The impact of new housing on the edge of Rudby is potentially less significant and yet sites may still deliver a reasonable level of housing. In the short term I support the Council's Interim Housing Policy as it will deliver smaller housing schemes up to five houses on smaller sites on the edge of settlements like Rudby. I believe that schemes of this size reflect the way in which the settlement has grown over the last 30 years and are entirely appropriate in scale. I would welcome the opportunity to speak with the Parish Council about this. In the medium term I consider that it may only be through the delivery of the right site in Rudby that we can expect to alleviate pressure for housing on sites in Hutton Rudby. Again, I would welcome the opportunity to discuss this with the Parish Council. [Name	Yes	The Parish Council meets on the 2nd Monday of the month at 7.15pm in the Methodist Chapel meeting room. There is always time allocated to hear the views of parishioners. The Neighbourhood Plan Steering Group also meet in the Chapel meeting room one week before the Parish Council and everyone is welcome to attend. The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
272	Agree						
273	Agree						
274	Agree						
275	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
276	Agree	Only the concerns expressed back in April and again in December to Hambleton - concerns over housing in inappropriate locations - dangerous sites, flooding potential, etc. Locations which are STILL on the agenda in spite of grave concerns expressed by local residents in a daily position to experience such issues. Extremely worrying that Hambleton have not acknowledged the above issues as 'significant'.	Yes	Site selection will be carried out through a structured process involving workshops and further consultation. The full set of criteria to be used has not yet been determined, but it is noted that flood risk was rated as an important site selection criteria by 95% of respondents to Q16. Sites selected by the Neighbourhood Plan may be different to those selected as preferred sites by Hambleton in the Local Plan process. Any concerns about Hambleton's Local Plan process should be raised directly with them.	Workshop	NPSG	
277	Agree						
278	Agree	Infill small scale affordable homes - totally acceptable and possibly required. But please keep Hutton Ruddy as a village and protect our boundaries and views of the moors, fields, etc. This whole area has far too much new development ... inc. Stokesley and Yarm.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish. Q12 shows that 75% support affordable homes to pwn/part own, and 61% support affordable/social homes to rent. Q16 shows that 84% think impact n landscape/vistas is an important criteria in site selection.	Workshop	NPSG	
279	Agree						
280	Agree						
281	Agree	It is very dangerous to walk from Drumrauch Hall to village especially for children. Paths need high priority.	No	This comment will be forwarded to the Parish Council who have previously carried out some investigations into creating a footpath.	Refer	RPC	The Parish Council discussed the possibility of laying a footpath to Drumrauch with the relevant landowners. The residents in Drumrauch at the time did not want their property to be used as a footpath and therefore the scheme was set aside.
282	Agree						
283	Agree	The bus service is hardly used as the times are inconvenient and do not run to the station in Northallerton. More frequent services may be needed if the village is to expand and going to M'brough.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
284	Disagree						
285		Public transport is either non-existent or so infrequent that is unusable. A frequent service is essential for people who have to rely on buses.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
286	Agree						
287	Agree						
288	Agree						
289							
290	Agree						
291	Agree						
292	Agree	Cycle races should go elsewhere - we've had them long enough!	No	Noted	None		
293	Agree	We strongly oppose any further increase in traveller sites in the parish.	No	Hambleton have carried out an assessment of Gypsy and Traveller accommodation needs which shows that only one additional pitch is needed in the period up to 2031. In December 2016, Hambleton adopted their new Gypsy, Traveller and Travelling Showpeople Guidance Note for development control of such sites. Enforcement action is ongoing in a number of cases.	None		

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294	Agree	The streets should be swept more often - drains cleared of leaves and other debris. Signs should be cleaned and maintained. Some areas of the village are looking very 'tired'. Weeds growing in gutters, in paths. Some seats on the green need renewing, some trees pruning around the village - and down by the river - where the footpath is also in need of repair.	No	Maintenance is not a Neighbourhood Plan issue. Street cleaning is the responsibility of the District Council, the village green is the responsibility of the Parish Council, and the footpaths by the river are the responsibility of the land owners. This comment will be referred to the Parish Council for escalation as appropriate.	Refer	RPC	Hambleton District Council has responsibility for street cleaning. Seats have been refurbished. An annual survey of the trees on the Village Green and at the Village Hall is carried out. The river footpath is scheduled for repair.
295	Agree						
296	Agree						
297	Agree						
298	Agree	Improved public transport would ease the problems caused by cars - both parked and moving!	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
299	Agree	If Broadacres Housing Association could be encouraged to decrease width of grass verges in Goldie Hill it would provide adequate parking for their residents and consequently reduce parking problems in Southside.	No	This comment will be forwarded to Broadacres via the Parish Council.	Refer	RPC	Parking on the village green is discouraged by the Parish Council. Your concern will be passed onto Broadacres.
300	Agree						
301	Agree						
302	Agree	Rudby Bank footpath (pavement) requires clearing of leaves and debris. Hutton Bank footpaths need salting in icy weather and Rudby Bank.	No	Maintenance is not a Neighbourhood Plan issue. This comment will be referred to the Parish Council for escalation as appropriate.	Refer	RPC	Hambleton District Council has responsibility for street cleaning. The Parish Council provide grit bins for residents to use.
303	Agree						
304	Agree						
305	Agree						
306	Agree	Hutton Rudby/Rudby is becoming a nightmare because of on road parking in the Enterpen/Village Hall area. Large lorries are also using the approach over the narrow bridge from A19 causing danger to motorists and cyclists.	No	Parking enforcement is not Neighbourhood Plan issue, but can be raised with the Parish Council for escalation to the appropriate authority. There are no weight restrictions preventing lorries from using the bridge. This comment will be forwarded to the Parish Council.	Refer	RPC	Noted
307	Agree	It is important to us that the village remains a village and not turn into a town or become like Ingleby Barwick. The village is rural and picturesque - more new builds will damage this and downvalue existing properties.	Yes	Q3 shows that 93% of respondents agreed with the Vision Statement which says "... The village will remain distinct in character from nearby market towns and suburbs." The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
308	Agree	Footpath between Garbutts Lane & Hundale is a filthy disgrace & should be paved - gravel only becomes a muddy mire!	No	Maintenance of public footpaths is not a Neighbourhood Planning issue, so this comment will be forwarded to the Parish Council for escalation to the appropriate authority.	Refer	RPC	Road, pavement, and footpath maintenance is a NYCC responsibility. Problems can be reported on their website.
309	Agree	Hutton Rudby should guard against becoming a suburb of Stokesley and even extension of our boundaries towards Crathorne!	Yes	Q3 shows that 93% of respondents agreed with the Vision Statement which says "... The village will remain distinct in character from nearby market towns and suburbs." The amount of development is determined by Hambleton's Local Plan. The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
310	Agree						
311	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
312	Agree	Every effort needs to be made to keep it a compact village with good services, safe pavements and cycleways, mixed housing with accommodation for older people and not a racecourse for 'chelsea tractors'.	Yes	Q4 shows that the existing village services are highly valued, with the School, GP and Village Shop seen as the most important. Q11 shows there is support for a mix of different housing types with 2-3 bed homes, and retirement homes the most popular. Q12 shows there is support for a mix of tenures.	Workshop	NPSG	
313	Agree	The diversity of building styles is part of the make up of the village, ideally any new environment to be as diverse in building styles and spacing.	Yes	Q19 shows that 83% of those that responded agree the Neighbourhood Plan should set out design preferences. It is envisaged that the design preferences set out in the Neighbourhood Plan will be based on those in the Village Design Statement which will be reviewed and updated.	Workshop	NPSG	
314	Agree						
315	Agree	Whilst accepting that things will inevitably change over time, I would prefer the village should not lose its 'character'. I do NOT agree with a NIMBY approach, but any development should be in keeping with the nature and scale of the village we have. If people want to live in a town they should move to one.	Yes	Q3 shows that 93% of respondents agreed with the Vision Statement which says "... The village will remain distinct in character from nearby market towns and suburbs." The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
316	Agree	Honeyman's Field is now overgrown in summer. Previously this was grazed and was a much better environment.	No	This land and upkeep of the footpath is the responsibility of the landowner. This comment will be forwarded to the Parish Council.	Refer	RPC	This is private land and is therefore responsibility of the owner.
317	Agree						
318	Agree						
319	Agree	Traffic levels and speeding vehicles: should consideration be given to installing average speed cameras at the village entry/exit points in both Hutton and Rudby and possibly from Crathorne and Tame Bridge therefore protecting the parish from speeding vehicles on the major through routes in the parish? Does the Parish Council have copies of traffic data from vehicle counters installed within the Parish? Vehicle counters seem to have previously been installed during school holiday weeks; will this be checked and reviewed and taken into consideration when traffic flows/levels are assessed?	No	Traffic enforcement is not a Neighbourhood Plan issue. However, road capacity and access are relevant considerations in site selection. Q16 shows that 82% think that good access to the road network is an important site selection criteria. NYCC Highways did not raise any capacity concerns in relation to planning application 16/00633/OUT for 56 houses at Belbrough Lane in 2016, or for planning application 16/01836/FUL for 25 houses at the Wickets. Information submitted by the developer for the Wickets states that Garbutts Lane "would operate significantly under capacity". According to the developer, average weekday traffic flows were 948 vehicles per day westbound and 964 vehicles per day eastbound and they state the road capacity as 1,110 vehicles per hour. The suggestion of locations for speed monitoring will be passed to the Parish Council for consideration.	Refer	RPC	Parish Council pays the County Council for three vehicle activated speed signs which are situated at entrances to the village at various times during the year. Speed enforcement issues are the responsibility of NY police, the Parish Council lobby the highways agency for traffic calming measures. There is no recent traffic flow data available.
320	Agree						
321	Agree						
322	Agree	All current development is concentrated in area of new Spar/Paddocks End - village should be developed in an 'organic' way with growth spread around evenly.	Yes	The distribution pattern and location of sites will be determined through workshops and further consultation. Q15 shows 71% support for development being distributed around the Parish.	Workshop	NPSG	
323	Agree	I think public transport needs a re-think. The village is too car borne.	No	Q25 gathered information on current usage of public transport to provide a baseline against which the impact of potential improvements set out in Q26 can be estimated. As the provision of public transport is not a Neighbourhood Planning issue, the Steering Group will request that the Parish Council take the lead on lobbying the relevant funders and providers of these services.	Refer	RPC	Public transport subsidised by the Parish Council would not be viable. Community bus schemes with other villages could be explored.
324	Agree	Have to move with the times, whilst preserving the character of the village.	Yes	Noted	Workshop	NPSG	
325	Agree	The footpath from Hundale Road to Garbutts Lane, The section which is a tarmac surface is fine. But the section that has a gravel surface is now very muddy when it rains and now requires either more gravel/chippings or a tarmac surface.	No	Maintenance of public footpaths is not a Neighbourhood Planning issue, so this comment will be forwarded to the Parish Council for escalation to the appropriate authority.	Refer	RPC	Road, pavement, and footpath maintenance is a NYCC responsibility. Problems can be reported on their website.
326	Agree						
327	Agree						
328	Agree						
329	Agree						

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330	Agree						
331	Agree						
332	Agree						
333	Agree						
334	Agree						
335	Agree						
336		Thank you for all your hard work; it is appreciated.	No	Noted	None		
337	Agree	Protect what we have because once development is allowed it is lost forever.	Yes	Noted	Workshop	NPSG	
338	Agree						
339	Agree						
340	Agree	Need to maintain varied community and keep village and parish community spirit - support farmers etc. - small is good.	Yes	Noted	Workshop	NPSG	
341	Agree	Important to assess impact of more housing on school places, GP, Road Safety.	Yes	Q4 indicates that the current village services are valued (96% GP & School 93%). The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. Consultations with the school and GP practice will take place to assess the impact of any development. Q16 shows that 82% think that good access to the road network is an important site selection criteria.	Workshop	NPSG	
342	Agree						
343	Agree						
344	Agree						
345	Agree						
346	Agree						
347	Agree						
348	Agree						
349	Agree						
350	Agree	Street lighting v. poor. Parts of Doctors Lane & Enterpen - a few more lights would make a lot of difference. New estates much better. Parking at school times in Doctors Lane is often very inconsiderate. They should park at the village hall and walk! Dog fouling is a big issue too!	No	Street lighting and dog fouling is the responsibility of Hambleton District Council. Your comment will be forwarded to the Parish Council for escalation. Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan.	Refer	RPC	Street lights are the responsibility of HDC / NYCC. Hambleton District Council has a Dog Warden but prosecution of offenders is dependent upon people being prepared to give evidence.
351	Agree						
352	Agree						
353	Agree	School congestion of vehicles parking in Eden Park Rd and Langbaugh Rd and Willins Close causing obstruction to residents and safety issues for small children.	No	Q22 shows that school run congestion is an important issue for 82% of respondents. The Steering Group intend to invite representatives of the school and parents to participate in a workshop on school traffic issues. It is anticipated that any improvement actions are likely to be outwith the scope of the Neighbourhood Plan.	Workshop	NPSG	
354	Agree	Gypsy static caravans seem to get planning AGAINST local wishes.	No	HDC now have an assessment of needs and traveller policy to defend against unauthorised settlements. Hambleton have carried out an assessment of Gypsy and Traveller accommodation needs which shows that only one additional pitch is needed in the period up to 2031. In December 2016, Hambleton adopted their new Gypsy, Traveller and Travelling Showpeople Guidance Note for development control of such sites. Enforcement action is ongoing in a number of cases.	None		
355	Agree	The conservation area in the Leven valley is an integral part of the village. It should not be developed at all.	Yes	Q32 The responses show that 89% of people who responded agree that conservation areas are important, while Q31 shows that 44% would like to see an increase in the size of the Conservation area.	Workshop	NPSG	
356	Agree	This is a lovely parish. Please do not ruin it!	Yes	Noted	None		
357	Agree						
358	Agree						

ID No	Opinion on Vision	Consultee Comment on Miscellaneous (Q36)	NP Scope	SG Response	Action	Action On	RPC / Other Party Comment
359	Don't know						
360	Agree						
361	Agree						
362	Agree						
363	Agree						
364	Agree						
365	Agree						
366	Agree						
367	Agree						
368	Agree						
369	Agree	I think the village is already large enough. Even careful change always creates a snowball effect.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish.	Workshop	NPSG	
370	Agree						
371	Agree	We must ensure that H.D.C. recognises the importance of the Neighbourhood Plan and does not force their views onto the community!	Yes	It is national policy that Neighbourhood Plan should be recognised once "made" as an adopted part of the Development Plan to help guide and shape development within the relevant Neighbourhood Area. Hambleton have made clear statements acknowledging the role of Neighbourhood Plans in their preferred options documents for their new Local Plan.	None		
372	Agree	Keep the footpaths maintained and safe. Stopping the river flooding by removing fallen trees. Improving storm drainage.	No	Q6 responses show that footpaths are important to 96% of the respondents. Clearance of trees in the river is the responsibility of the Environment Agency. Fallen trees can be reported to the Parish Council who will assess and escalate the problem to the EA. New developments needing additional drainage capacity will be considered as part of any planning application by the relevant authorities. Any issues with existing drainage can be reported to the Parish Council to be forward to the relevant authority.	Refer	RPC	Road, pavement, and footpath maintenance is a NYCC responsibility. Problems can be reported on their website. The Parish Council are working with the County Council and other agencies to improve the river footpath.
373	Agree						
374	Agree						
375	Agree						
376	Agree						
377	Agree						
378	Agree						
379	Disagree	Planning should be left to planning professionals and the supporting problems. Not messed about with by people whose only interest is protecting their backyards.	Yes	Neighbourhood Planning forms part of national policy, and as such it can only be undertaken by the relevant body (i.e. the Parish Council in Local Authority areas containing parishes). The Parish Council held a public meeting in May 2016 attended by over 170 people which determined that there was a popular demand for our own Neighbourhood Plan. The questionnaire indicates that 91% of the community support some form of development.	None		
380	Agree						
381	Agree						
382	Agree						
383	Agree						
384	Agree						
385	Agree						
386	Agree						
387	Don't know	Parking in the centre of the village is very dangerous. Cars parked on pavements unsafe for pedestrians and disabled people, wheelchairs, etc. Over hanging hedges, especially along Enterpen. Any future extensions should provide for car parking not on pavements or roads.	Yes	Your comments will be referred to the Parish Council for action or escalation to the relevant authority.	Workshop	NPSG	

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388							
389	Agree						
390	Don't know						
391	Agree						
392	Agree						
393	Agree						
394	Agree						
395	Agree						
396	Agree	Facilities such as medical, educational, etc. should be of sufficient capacity to support any further development within the Parish.	Yes	The Steering Group is aware that there is a common perception that the school is "full". However, an analysis carried out by NYCC in early 2016 estimated that there was sufficient spare capacity to support approximately 60 additional homes. The Steering Group intend to seek views from the GP & School about any capacity issues which might arise from the proposed scale of development.	Workshop	NPSG	
397	Agree						
398	Disagree	'Need' rather than 'edict' should be the basis of any decision. The area is currently in recession. Lots of larger houses are on the market and unsold. The main need in the area is to provide more accommodation for the elderly.	Yes	The amount of development is determined by Hambleton's Local Plan. The role of the Neighbourhood Plan is to determine through consultation what form the development should take, and where it should be located. Well planned development helps sustain or enhance local services which are important to the community, and the loss of these would adversely impact on the identity and character of the Parish. For market housing, Hambleton's Strategic Housing Market Assessment only identified a requirement for between 5-10% 4 bedroom plus dwellings because of the high proportion of larger homes within the existing stock. Q11 shows that 73% support development of retirement homes in the Parish, and 69% support development of supported/sheltered living.	Workshop	NPSG	
399	Agree						
400	Agree						
401	Agree						