



# Yatton Neighbourhood Development Plan for the Period 2017-2026: Statement of Community Involvement

## Introduction

This Statement of Community Involvement has been prepared by the Yatton Neighbourhood Development Plan Steering Group, on behalf of Yatton Parish Council, to accompany its submission to North Somerset Council of the Yatton Neighbourhood Development Plan (“Yatton Neighbourhood Plan” or “the Neighbourhood Plan”) under section 15 of the Neighbourhood Planning (General) Regulations 2012. It contains a full account of all the meetings, surveys, questionnaires and press publicity undertaken by the group to ensure that residents had their say in the development of the Neighbourhood Plan.

## Initial Community Consultation

In order to identify key themes that would need to be explored in more detail, an initial consultation was undertaken on Saturday July 25<sup>th</sup> and Sunday July 26<sup>th</sup> 2015 in Pages Court, the central precinct in Yatton. The questionnaire that was used is in Annex 1.

Responses were recorded from 101 residents: the data are shown in Annex 2. Briefly, they showed that Yatton residents particularly like its village and rural ambience, and sense of community; transport connections; recreational opportunities; and access to the countryside. Less well liked were traffic congestion and heavy good vehicles; not enough choice of shops; the appearance of the village precinct; and inconsiderate parking. These issues were mirrored in the things people would like to change, and the measures to be introduced in the Neighbourhood Plan.

## Main Survey of Community Opinions

The findings of the initial consultation were used by the Steering Group to devise a comprehensive questionnaire that was administered both online (via the Neighbourhood Plan website, [www.yatton.org](http://www.yatton.org)) and by hard copy. It was publicised through the Yatton Parish Council website and noticeboards and by leaflet delivery to all Yatton post codes. Delivery was through the good offices of Publishing Today Ltd, who publish and deliver the monthly Yatton and Congresbury Paper, and took place during the week commencing 26<sup>th</sup> October 2015. The leaflet is shown in Annex 3.

As part of the gathering of opinions, we ran a photographic competition asking residents for their favourite and least favourite architectural features and buildings in Yatton. The competition closed on September 30<sup>th</sup> 2016 and prizes were awarded in the library on November 26<sup>th</sup> 2016. Photos were later used to illustrate the draft Neighbourhood Plan booklet.

The questionnaire is shown in Annex 4. Hard copies were available from several collection/delivery points in the village. A total of 947 responses were received during the period October 15<sup>th</sup> 2015 to February 9<sup>th</sup> 2016, when the questionnaire was closed. Hard copy responses were transcoded into the online system by Steering Group members in order to facilitate analysis of the results.

The results of the questionnaire are shown in Annex 5. They showed that four key themes needed to be addressed: Business, Environment, Housing, and Transport. A number of other issues were also raised: because they were not suitable for inclusion in a Neighbourhood Plan, they were passed to Yatton Parish Council as “Community Aspirations”. These are shown in Annex 6.



## Initial Drafting of the Neighbourhood Plan

The initial drafting of the Neighbourhood Plan was done by the Steering Group. It was based around the four key themes identified from the main survey of opinions: Business, Environment, Housing, and Transport. The draft was completed and agreed on 10<sup>th</sup> February 2017.

## Community Consultation on the Draft Neighbourhood Plan

Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 requires that consultation on the draft Neighbourhood Development Plan is undertaken for a minimum of 6 weeks. The draft Yatton Plan underwent an extended period of consultation between 27<sup>th</sup> February 2017 and 30<sup>th</sup> August 2017.

The table below summarises the consultation timetable.

### Timetable for Regulation 14 Consultation, Feb-August 2017

Event	Date (2017)
Regulation 14 Consultation Draft agreed by Yatton Parish Council	10 <sup>th</sup> February
Draft Plan produced as A5 colour booklet - delivered to all houses with Yatton post codes - available to download from Neighbourhood Plan website	w/c 27 <sup>th</sup> February
Survey of opinions on draft Plan (see Annex 8) - publicised on Parish Council website - publicised by four large banners displayed around the village - hard copies available at key sites in the village	27 <sup>th</sup> February -21 <sup>st</sup> April
Newsletter produced (beginning of regular newsletter - see Annex 7)	29 <sup>th</sup> April
Open events held in Village Hall and Horsecastle Chapel	<ul style="list-style-type: none"> <li>• Saturday 20<sup>th</sup> May 10am-4pm</li> <li>• Monday 26<sup>th</sup> June 8am-3pm</li> <li>• Thursday 6<sup>th</sup> July 3pm-9pm</li> </ul>
Copy of draft Plan sent to North Somerset Council	2 <sup>nd</sup> August
Draft Plan amended in line with consultation responses as appropriate	August-September
Amended plan approved by Yatton Parish Council	11 <sup>th</sup> September

The draft was printed as an A5 colour booklet and delivered to all houses with Yatton post codes, again by Publishing Today Ltd, during the week commencing February 27<sup>th</sup> 2017. It was also available to download from the Neighbourhood Plan website. At about this time we started to produce regular newsletters, again available from the Plan website. The first page of the current Newsletter is shown in Annex 7; the rest of the Newsletter reproduces material shown elsewhere in this document.

A survey of opinions of the draft Neighbourhood Plan was carried out online and by hard copy. The existence of the survey was publicised on the Parish Council website and noticeboards, in the local press, via the Neighbourhood Plan website, and by means of four large banners displayed around the village. Hard copies were available for pickup and delivery at a number of key sites in the village. The survey is shown in Annex 8.

In addition to the opportunity to make written comments, residents were invited to three open events held in the village. These were held on Saturday May 20<sup>th</sup> between 10.00am and 4.00pm in the Village

Hall (see Figure 1); on Monday June 26<sup>th</sup> between 8.00am and 3.00pm in the Village Hall; and on Thursday July 6<sup>th</sup> between 3.00pm and 9.00pm in Horsecastle Chapel.

A total of 144 responses were received between March 16<sup>th</sup> and April 26<sup>th</sup>, 2017. The results of the survey are shown in Annex 9. They showed that there was strong majority support for all the measures in the draft Neighbourhood Plan.

We did not consult with any of the consultation bodies that are set out in Schedule 1 to the Neighbourhood Planning (General) Regulations 2012 (as amended). The reasons for this are that none of these consultation bodies, listed as a) to i) in Schedule 1, would be affected by policies outlined in the Plan. Other potentially interested parties, such as local businesses and landowners and listed as m) to q) in Schedule 1, were consulted by dint of their inclusion in our community-wide survey of opinions.

The comments received were for the most part supportive; a couple of them raised points that needed careful consideration. Some gave rise to amendments to the plan as follows:

- Some of the proposed Local Green Spaces were removed from the list.  
This was because some spaces, such as local sports grounds, were already designated in local planning documents and therefore did not need additional protection.
- Some indicative routes for new footpaths were removed.  
This was because they had inadvertently been drawn across private land, including private gardens.
- A section on flood protection was added.  
This was at the suggestion of a local expert and in line with provisions in the Claverham Neighbourhood Development Plan.

The comments are listed in Annex 9: bad language has been replaced with asterisks!

**Figure 1: Community Consultation in the Village Hall**





## Presentation to Yatton Parish Council

The Neighbourhood Plan, amended as necessary as a result of the public consultation exercise, was presented to Yatton Parish Council at their meeting on September 11<sup>th</sup>, 2017. The Council approved the Plan without further changes.



## Annex 1: Initial Community Consultation Questionnaire

### Yatton Neighbourhood Plan

#### Our Yatton, Our Choice

**Precinct: Saturday and Sunday 25<sup>th</sup> and 26<sup>th</sup> July 2015**

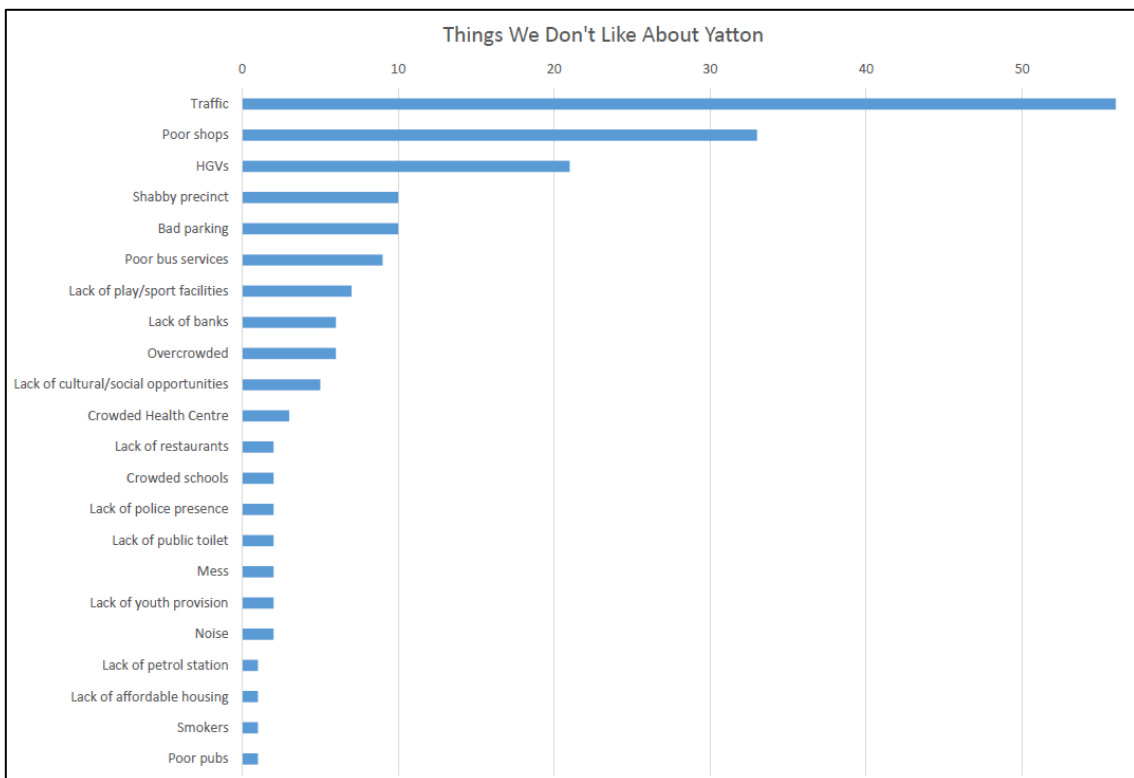
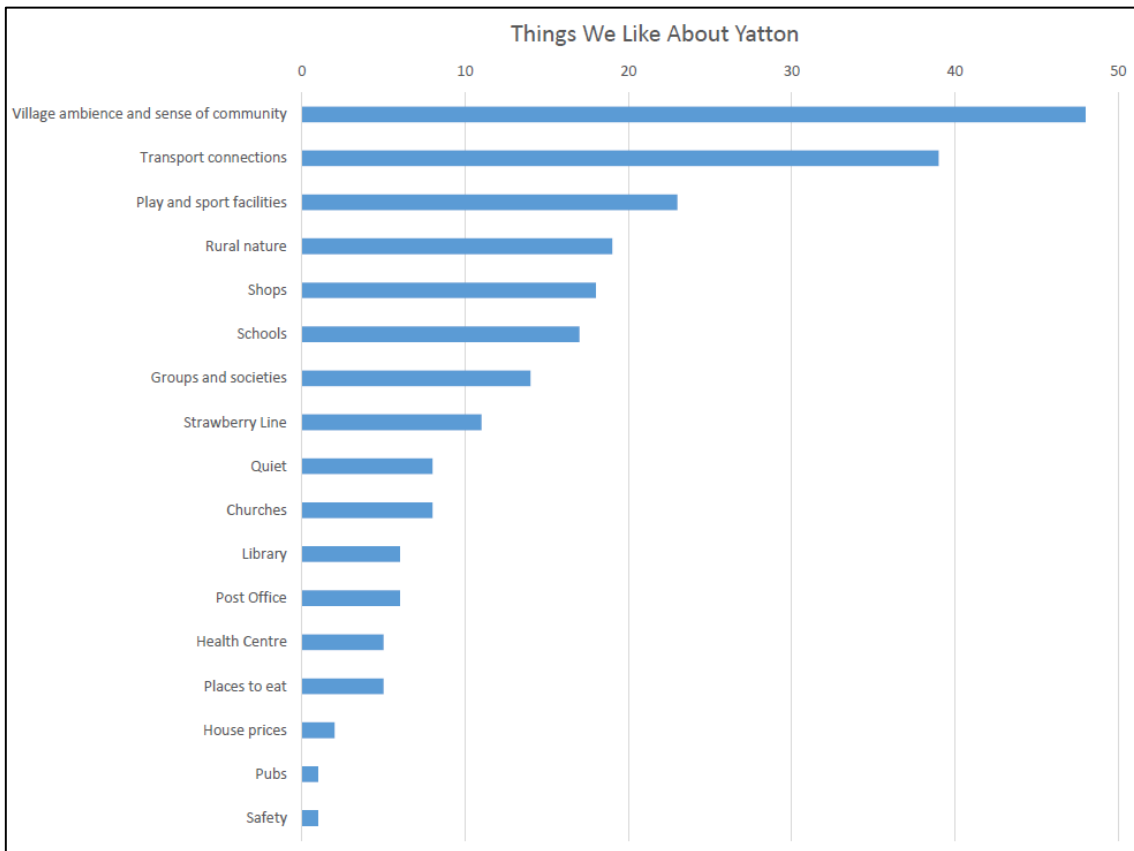
#### Initial Questionnaire

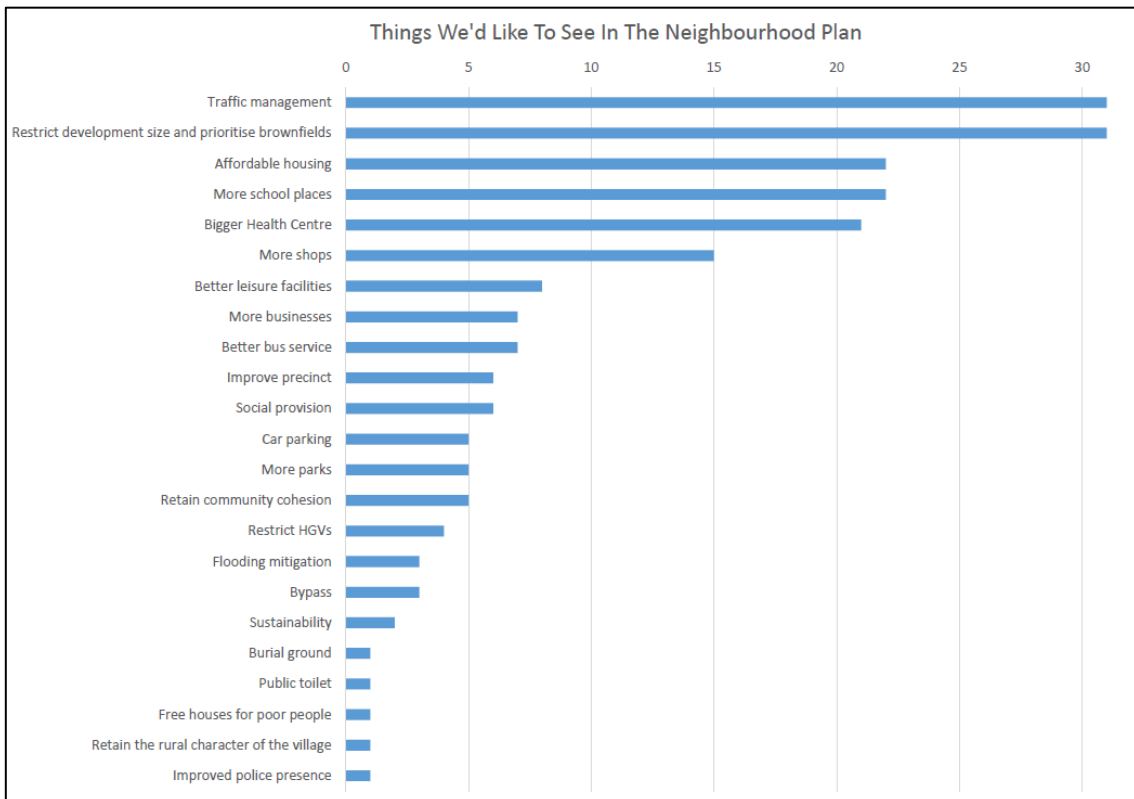
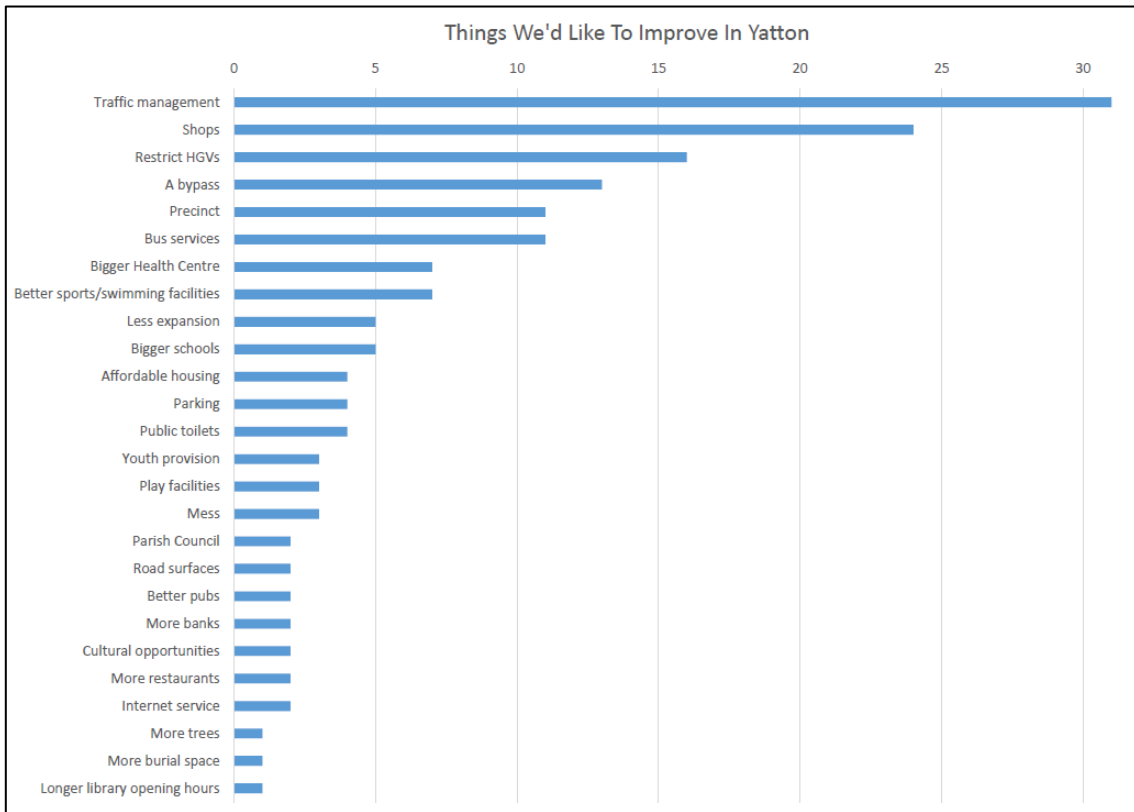
Please circle questions 1 and 2

1. Male Female
2. AGE: 5 - 11 years 12- 16 years 17 – 21 years 22- 30 years  
33 -45 years 45- 60 years 60 – 70 years 70 plus
3. Street you live in:
4. What are the main things you like about Yatton ?
5. What are the main things you don't like about Yatton ?
6. What are the main things that should be changed or improved ?
7. What do you think a Neighbourhood Plan should address in planning the future of Yatton ?




## Annex 2: Results from Initial Community Consultation Questionnaire





## Annex 3: Leaflet to Advertise the Neighbourhood Plan Questionnaire



**Yatton Parish Council**  
Yatton Library, High Street, Yatton, Bristol BS49 4HJ  
Telephone: 01934 426473

# Yatton Neighbourhood Development Plan


There are proposals for several new developments in and around Yatton, some quite large. The proposals together total about 800 new houses which, if all approved, would increase the size of Yatton by more than a quarter.

Yatton Parish Council therefore wants to draw up a Neighbourhood Development Plan, a community-led framework for guiding the future development, regeneration and conservation of Yatton.

The Neighbourhood Plan has to take into account Yatton residents' views and these will be collected by means of a short questionnaire. For environmental and cost reasons, and to simplify analysis of the responses, we would like to encourage people to use the online questionnaire if possible (available at [www.yatton.org](http://www.yatton.org)). A paper version will also be distributed in due course around the village and there will be a number of collection points. The results of the questionnaire will be published online so everyone can see what the community's views are.

The Yatton Neighbourhood Plan will have to be approved by local residents in a referendum, but if it passes this test then it will become part of the statutory development plan for the area. It still has to comply with European and national legislation and local planning policy, but will help the Parish Council to comment on whether proposals for new developments meet the actual wants and needs of local people - and to recommend them for refusal if they don't.

To complete the short questionnaire, please visit  
[www.yatton.org](http://www.yatton.org)





## Annex 4: Neighbourhood Plan Main Community Questionnaire



### **Yatton Neighbourhood Development Plan Questionnaire**

You will probably have heard that there are proposals for several new developments in and around Yatton, some quite large.

Yatton Parish Council is therefore drawing up a Neighbourhood Development Plan, which is a community-led framework for guiding the future development, regeneration and conservation of an area.

Neighbourhood Development Plans are about the use and development of land and may contain a vision, aims, planning policies, proposals for improving the area or providing new facilities, or allocation of key sites for specific kinds of development.

The Yatton Neighbourhood Plan will be part of the statutory development plan for the area, if successful at referendum. This statutory status gives the Neighbourhood Plan far more weight than some other local documents, such as parish plans, community plans or village design statements.

The Neighbourhood Plan will have to comply with European and national legislation and must have appropriate regard to national policy and be in general conformity with existing strategic local planning policy. It can specify policies and guidance on how new developments should be designed, orientated and located.

The first part of the consultation with the local community is to find out what the local community thinks about Yatton. To do this, the Parish Council wants to hear from as wide a range of local people as possible: residents, businesses, shoppers, young people, older people, community groups, service providers, and others.

Can you spend 5 minutes answering a few questions to make sure you have your say in Yatton's future? This is the first stage in the process and there will be further opportunities to comment on the draft plan.

**Please return completed questionnaires to any of the following:**

**Yatton News (Clive's) • Yatton Post Office • Yatton School • Yatton Children's Centre  
Yatton Parish Council Offices • Yeo Vale Medical Practice (Yatton)**

**You can complete this questionnaire online if you would prefer:**

**[www.yatton.org](http://www.yatton.org)**



## 1. Yatton and You

### 1a. Which of the following apply to you?

*Please tick all that apply.*

- I live in Yatton
- I work in Yatton
- I am active in a local community group
- None of these apply to me

### 1b. Which shops/retailers do you regularly use in Yatton?

*Please tick all that apply.*

- |  |   |
|--|---|
| <input type="radio"/> Bakery                       | <input type="radio"/> Furnishings and carpets     |
| <input type="radio"/> Bank                         | <input type="radio"/> Hairdresser                 |
| <input type="radio"/> Betting shop                 | <input type="radio"/> Hardware shop               |
| <input type="radio"/> Bookshop                     | <input type="radio"/> IT and computers            |
| <input type="radio"/> Butcher                      | <input type="radio"/> Newsagent and confectionery |
| <input type="radio"/> Car and bicycle supplies     | <input type="radio"/> Off licence                 |
| <input type="radio"/> Car repair garage            | <input type="radio"/> Pharmacy and chemist        |
| <input type="radio"/> Charity shops                | <input type="radio"/> Post Office                 |
| <input type="radio"/> Delicatessen                 | <input type="radio"/> Supermarket                 |
| <input type="radio"/> Disability and mobility aids | <input type="radio"/> Vet                         |
| <input type="radio"/> Eating out and takeaways     | <input type="radio"/> Village market              |

**1c. How frequently do you use public transport in and around Yatton?**

- Frequently (Please go to Question 1d)
- Sometimes (Please go to Question 1d)
- Never (Please jump to Question 1e)

**1d. What do you use public transport for?**

	Bus	Train	Do not use public transport
Business travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Commuting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travelling to doctors or hospitals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travelling for holiday or leisure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travelling to school or college	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shopping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visiting friends or relatives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**1e. What is your regular means of travel to facilities and services in Yatton?**

	Walk	Mobility scooter	Cycle	Car or motorcycle	Bus	Taxi	None of these
Bank	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dentist	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Library	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Post Office	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Railway station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Precinct shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other High Street shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Surgery	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 2. The Quality of Yatton Life

### 2a. What things are most important to your quality of life in Yatton?

*Please tick up to six.*

- |  |   |
|--|---|
| <input type="radio"/> Access to countryside                      | <input type="radio"/> Sports facilities         |
| <input type="radio"/> Cadbury Hill                               | <input type="radio"/> Rural character           |
| <input type="radio"/> Strawberry Line                            | <input type="radio"/> School                    |
| <input type="radio"/> Other open and green spaces in the village | <input type="radio"/> Sense of community        |
| <input type="radio"/> Friendly and safe environment              | <input type="radio"/> Shops                     |
| <input type="radio"/> Health Centre                              | <input type="radio"/> Transport connections     |
| <input type="radio"/> Library                                    | <input type="radio"/> Village conservation area |
| <input type="radio"/> Post Office                                |   |

### 2b. What things have the biggest negative effect on your quality of life in Yatton?

*Please tick up to six.*

- |   |   |
|---|---|
| <input type="radio"/> Antisocial behaviour                    | <input type="radio"/> Noise from industry                                 |
| <input type="radio"/> Poor broadband and mobile phone service | <input type="radio"/> Noise from traffic                                  |
| <input type="radio"/> Inadequate bus services                 | <input type="radio"/> Lack of safe pedestrian and cycle route to Clevedon |
| <input type="radio"/> Too many charity shops                  | <input type="radio"/> The look of the village precinct                    |
| <input type="radio"/> Lack of NHS dentist                     | <input type="radio"/> Lack of public toilets                              |
| <input type="radio"/> Lack of affordable housing              | <input type="radio"/> Lack of recreational facilities at North End        |
| <input type="radio"/> Inconsiderate parking                   | <input type="radio"/> Lack of indoor sports facilities                    |
| <input type="radio"/> Lorries driving through the village     | <input type="radio"/> Traffic congestion                                  |
| <input type="radio"/> Noise from aircraft                     | <input type="radio"/> Nothing in particular                               |



### 3. New Housing Developments

There are draft plans for up to 800 new houses in Yatton.

#### 3a. What types of property do you think are suitable for future housing in Yatton?

	Suitable	Unsuitable
Developments with mostly smaller, affordable houses and flats	<input type="radio"/>	<input type="radio"/>
Developments containing mainly average-sized houses	<input type="radio"/>	<input type="radio"/>
Developments with a mixture of affordable, average-sized and larger houses	<input type="radio"/>	<input type="radio"/>
Developments containing mainly larger expensive houses	<input type="radio"/>	<input type="radio"/>

#### 3b. Where should new housing be built in Yatton?

	Suitable	Unsuitable
On "brownfield" (ex-industrial) sites	<input type="radio"/>	<input type="radio"/>
On "greenfield" (currently used for agriculture) sites	<input type="radio"/>	<input type="radio"/>
On land that would need additional flood protection	<input type="radio"/>	<input type="radio"/>

#### 3c. What would be the best use of "brownfield" sites in Yatton?

A brownfield site is land previously used for industrial purposes or some commercial uses.

Please choose the **three** that you think would be the best choices for brownfield sites.

- |   |  |
|---|--|
| <input type="radio"/> A health centre         | <input type="radio"/> Shops  |
| <input type="radio"/> Housing                 | <input type="radio"/> Skate park   |
| <input type="radio"/> Small commercial estate | <input type="radio"/> Social enterprises                                   |
| <input type="radio"/> Leisure activities      | <input type="radio"/> Studios  |
| <input type="radio"/> Offices                 | <input type="radio"/> Brownfield sites should not be used for any of these |
| <input type="radio"/> A new school            |  |



**3d. What would be the best use of "greenfield" sites in Yatton?**

A greenfield site is land that is not in the green belt and is undeveloped: land that is currently used for agriculture or left to evolve naturally.

*Please choose the **three** that you think would be the best choices for greenfield sites.*

- |   |  |
|---|--|
| <input type="radio"/> A health centre         | <input type="radio"/> Community orchard                                    |
| <input type="radio"/> Housing                 | <input type="radio"/> A new school   |
| <input type="radio"/> Small commercial estate | <input type="radio"/> Shops  |
| <input type="radio"/> Leisure activities      | <input type="radio"/> Social enterprises                                   |
| <input type="radio"/> Nature reserve          | <input type="radio"/> Studios  |
| <input type="radio"/> Offices                 | <input type="radio"/> Greenfield sites should not be used for any of these |

**3e. Assuming that local services such as schools and doctors' surgeries would be expanded to cope, what amount of development do you think would be appropriate for Yatton in the next 5 years?**

- |  |  |
|--|--|
| <input type="radio"/> No development       | <input type="radio"/> Up to 600 new houses     |
| <input type="radio"/> Up to 50 new houses  | <input type="radio"/> Up to 800 new houses     |
| <input type="radio"/> Up to 100 new houses | <input type="radio"/> Up to 1000 new houses    |
| <input type="radio"/> Up to 200 new houses | <input type="radio"/> Unrestricted development |
| <input type="radio"/> Up to 400 new houses |  |

## 4. Criteria for New Housing Developments

What should planning authorities take into account when making decisions about proposed new developments in Yatton?

### 4a. What are the most important considerations for allowing development to go ahead?

*Please choose the **three** you think are most important.*

- If it would be accompanied by an appropriate increase in community facilities
- If it would be in response to new local employment opportunities
- If it was composed entirely of low or zero energy houses
- If it would be mostly affordable housing
- If it would give local people priority when it comes to buying the new properties
- If it would be accompanied by a bypass from North End to the A370
- If it would include safe pedestrian and cycle routes to the main local facilities
- If it would be accompanied by an appropriate increase in public transport
- If it would incorporate a shop, play area and open space

### 4b. What are the most important reasons for rejecting development?

*Please choose the **three** you think are most important.*

- If it would not be in keeping with the visual character of the village
- If it would cause a reduction in employment opportunities in the village
- If it would be at the expense of existing village facilities
- If it would impede access to existing footpaths and rights of way
- If it would reduce existing leisure opportunities within the village
- If it would be at the expense of pedestrian and cyclist safety
- If it would be at the expense of existing road capacity
- If it would be at the expense and capacity of school and health services
- If it would reduce existing shopping opportunities in the village
- If it would cause harm to local wildlife or habitats



## 5. About You

We would very much appreciate it if you could complete the following demographic questions.

This information will demonstrate that we have gained the views of a cross-section of the population, but it will not be used as part of the decision-making process for the Neighbourhood Plan.

5a. Your home post code

5b. Contact details  @

*Please provide an email address if you would like to be kept informed about the Yatton Neighbourhood Plan.*

5c. Your gender  Male  
 Female  
 Prefer not to say

5d. Your age  Prefer not to say  51 to 60  
 Under 18  61 to 70  
 18 to 30  71 to 80  
 31 to 40  Over 80  
 41 to 50

**Please return completed questionnaires to any of the following:  
Yatton News (Clive's) • Yatton Post Office • Yatton School • Yatton Children's Centre  
Yatton Parish Council Offices • Yeo Vale Medical Practice (Yatton)**

**You can complete this questionnaire online if you would prefer:  
[www.yatton.org](http://www.yatton.org)**





## Annex 5: Results of the Neighbourhood Plan Main Community Questionnaire

Question	Option	Responses	%
1a. Which of the following apply to you?	I live in Yatton	926	97.8
	I work in Yatton	109	11.5
	I am active in a local community group	191	20.2
	None of these apply to me	12	1.3
Question	Option	Responses	%
1b. Which shops/retailers do you regularly use in Yatton?	Bakery	481	50.8
	Bank	557	58.8
	Betting shop	20	2.1
	Bookshop	66	7.0
	Butcher	116	12.2
	Car and bicycle supplies	268	28.3
	Car repair garage	90	9.5
	Charity shops	534	56.4
	Delicatessen	270	28.5
	Disability and mobility aids	68	7.2
	Eating out and takeaways	556	58.7
	Furnishings and carpets	126	13.3
	Hairdresser	366	38.6
	Hardware shop	647	68.3
	IT and computers	146	15.4
	Newsagent and confectionery	719	75.9
	Off licence	224	23.7
	Pharmacy and chemist	762	80.5
Post Office	888	93.8	
Supermarket	826	87.2	
Vet	293	30.9	
Village market	141	14.9	
None of these	13	1.4	



Question	Option	Responses	%
1c. How frequently do you use public transport in and around Yatton?	Frequently	185	19.5
	Sometimes	402	42.4
	Never	360	38.0
Question	Option	Responses	%
1d. Do you use public transport for business travel?	Bus	22	3.8
	Train	95	16.4
	Do not use	461	79.8
1d. Do you use public transport for commuting?	Bus	39	6.7
	Train	107	18.5
	Do not use	432	74.7
1d. Do you use public transport for travelling to doctors or hospitals?	Bus	158	27.3
	Train	25	4.3
	Do not use	396	68.4
1d. Do you use public transport for travelling for holiday or leisure?	Bus	125	21.6
	Train	190	32.8
	Do not use	264	45.6
1d. Do you use public transport for travelling to school or college?	Bus	27	4.7
	Train	15	2.6
	Do not use	536	92.7
1d. Do you use public transport for shopping?	Bus	263	45.4
	Train	107	18.5
	Do not use	209	36.1
1d. Do you use public transport for visiting friends or relatives?	Bus	115	19.9
	Train	106	18.3
	Do not use	358	61.8



Question	Option	Responses	%
1e. What is your regular means of travel to the bank?	Walk	433	57.7
	Mobility scooter	4	0.5
	Cycle	10	1.3
	Car/motorcycle	134	17.8
	Bus	4	0.5
	Taxi	0	0.0
	None of these	166	22.1
1e. What is your regular means of travel to the dentist?	Walk	185	24.7
	Mobility scooter	1	0.1
	Cycle	9	1.2
	Car/motorcycle	138	18.4
	Bus	11	1.5
	Taxi	2	0.3
	None of these	403	53.8
1e. What is your regular means of travel to the library?	Walk	435	57.9
	Mobility scooter	5	0.7
	Cycle	13	1.7
	Car/motorcycle	93	12.4
	Bus	3	0.4
	Taxi	0	0.0
	None of these	202	26.9
1e. What is your regular means of travel to the Post Office?	Walk	541	72.0
	Mobility scooter	7	0.9
	Cycle	17	2.3
	Car/motorcycle	170	22.6
	Bus	5	0.7
	Taxi	0	0.0
	None of these	11	1.5



Question	Option	Responses	%
1e. What is your regular means of travel to the railway station?	Walk	517	69.0
	Mobility scooter	1	0.1
	Cycle	10	1.3
	Car/motorcycle	98	13.1
	Bus	0	0.0
	Taxi	5	0.7
	None of these	118	15.8
1e. What is your regular means of travel to school?	Walk	162	21.7
	Mobility scooter	0	0.0
	Cycle	4	0.5
	Car/motorcycle	45	6.0
	Bus	11	1.5
	Taxi	1	0.1
	None of these	525	70.2
1e. What is your regular means of travel to the precinct shops?	Walk	517	68.8
	Mobility scooter	6	0.8
	Cycle	16	2.1
	Car/motorcycle	180	24.0
	Bus	5	0.7
	Taxi	0	0.0
	None of these	27	3.6
1e. What is your regular means of travel to other High Street shops?	Walk	500	66.6
	Mobility scooter	5	0.7
	Cycle	17	2.3
	Car/motorcycle	147	19.6
	Bus	4	0.5
	Taxi	2	0.3
	None of these	76	10.1



Question	Option	Responses	%
1e. What is your regular means of travel to the doctors surgery?	Walk	456	60.7
	Mobility scooter	6	0.8
	Cycle	14	1.9
	Car/motorcycle	245	32.6
	Bus	3	0.4
	Taxi	0	0.0
	None of these	27	3.6
Question	Option	Responses	%
2a. What six things are most important to your quality of life in Yatton?	Access to countryside	571	66.0
	Cadbury Hill	213	24.6
	Strawberry Line	452	52.3
	Other open and green spaces in the village	260	30.1
	Friendly and safe environment	471	54.5
	Health Centre	410	47.4
	Library	180	20.8
	Post Office	442	51.1
	Sports facilities	66	7.6
	Rural character	395	45.7
	School	175	20.2
	Sense of community	301	34.8
	Shops	316	36.5
	Transport connections	389	45.0
Village conservation area	148	17.1	



Question	Option	Responses	%
2b. What six things have the biggest negative effect on your quality of life in Yatton?	Antisocial behaviour	142	15.8
	Poor broadband and mobile phone service	227	25.2
	Inadequate bus services	266	29.5
	Too many charity shops	222	24.6
	Lack of NHS dentist	271	30.1
	Lack of affordable housing	84	9.3
	Inconsiderate parking	426	47.3
	Lorries driving through the village	733	81.4
	Noise from aircraft	228	25.3
	Noise from industry	38	4.2
	Noise from traffic	217	24.1
	Lack of safe pedestrian and cycle route to Clevedon	255	28.3
	The look of the village precinct	319	35.4
	Lack of public toilets	226	25.1
	Lack of recreational facilities at North End	71	7.9
Lack of indoor sports facilities	97	10.8	
Traffic congestion	698	77.5	
Nothing in particular	8	0.9	
Question	Option	Responses	%
3a. Do you think developments with mostly smaller, affordable houses and flats are suitable for Yatton?	Suitable	414	44.6
	Unsuitable	514	55.4
3a. Do you think developments containing mainly average-sized houses are suitable for Yatton?	Suitable	447	48.2
	Unsuitable	481	51.8
3a. Do you think developments with a mixture of affordable, average-sized and larger houses are suitable for Yatton?	Suitable	548	59.1
	Unsuitable	380	40.9
3a. Do you think developments containing mainly larger expensive houses are suitable for Yatton?	Suitable	115	12.4
	Unsuitable	813	87.6
Question	Option	Responses	%
3b. Should new housing be built on "brownfield" (ex-industrial) sites in Yatton?	Suitable	846	91.2
	Unsuitable	82	8.8



<b>Question</b>	<b>Option</b>	<b>Responses</b>	<b>%</b>
3b. Should new housing be built on “greenfield” (currently used for agriculture) sites in Yatton?	Suitable	107	11.5
	Unsuitable	820	88.5
3b. Should new housing be built on land that would need additional flood protection in Yatton?	Suitable	42	4.5
	Unsuitable	886	95.5
<b>Question</b>	<b>Option</b>	<b>Responses</b>	<b>%</b>
3c. What would be the three best uses of “brownfield” sites in Yatton?	A health centre	510	55.7
	Housing	549	60.0
	Small commercial estate	157	17.2
	Leisure activities	272	29.7
	Offices	65	7.1
	A new school	383	41.9
	Shops	257	28.1
	Skate park	29	3.2
	Social enterprises	133	14.5
	Studios	20	2.2
	Brownfield sites should not be used for any of these	42	4.6
<b>Question</b>	<b>Option</b>	<b>Responses</b>	<b>%</b>
3d. What would be the three best uses of “greenfield” sites in Yatton?	A health centre	165	18.0
	Housing	115	12.6
	Small commercial estate	22	2.4
	Leisure activities	234	25.5
	Nature reserve	386	42.1
	Offices	6	0.7
	Community orchard	254	27.7
	A new school	197	21.5
	Shops	62	6.8
	Social enterprises	41	4.5
Studios	7	0.8	
	Greenfield sites should not be used for any of these	354	38.6



Question	Option	Responses	%
3e. Assuming that local services such as schools and doctors' surgeries would be expanded to cope, what amount of development do you think would be appropriate for Yatton in the next 5 years?	No development	144	15.6
	Up to 50 new houses	115	12.5
	Up to 100 new houses	221	24.0
	Up to 200 new houses	241	26.2
	Up to 400 new houses	113	12.3
	Up to 600 new houses	41	4.5
	Up to 800 new houses	16	1.7
	Up to 1000 new houses	12	1.3
	Unrestricted development	18	2.0
Question	Option	Responses	%
4a. The three most important considerations for allowing development to go ahead are if it would:	Be accompanied by an appropriate increase in community facilities	593	65.5
	Be in response to new local employment opportunities	155	17.1
	Be composed entirely of low or zero energy houses	82	9.1
	Be mostly affordable housing	172	19.0
	Give local people priority when it comes to buying the new properties	213	23.5
	Be accompanied by a bypass from North End to the A370	636	70.2
	Include safe pedestrian and cycle routes to the main local facilities	318	35.1
	Be accompanied by an appropriate increase in public transport	211	23.3
	Incorporate a shop, play area and open space	215	23.7
Question	Option	Responses	%
4b. The three most important reasons for rejecting development are if it would:	Not be in keeping with the visual character of the village	198	21.7
	Cause a reduction in employment opportunities in the village	63	6.9
	Be at the expense of existing village facilities	327	35.9
	Impede access to existing footpaths and rights of way	83	9.1
	Reduce existing leisure opportunities within the village	35	3.8
	Be at the expense of pedestrian and cyclist safety	248	27.2
	Be at the expense of existing road capacity	675	74.0
	Be at the expense and capacity of school and health services	681	74.7
	Reduce existing shopping opportunities in the village	55	6.0
Cause harm to local wildlife or habitats	298	32.7	





Question	Option	Responses	%
5c. What is your gender?	Male	396	42.2
	Female	513	54.7
	Prefer not to say	29	3.1
Question	Option	Responses	%
5d. What is your age?	Prefer not to say	45	4.8
	Under 18	7	0.7
	18 to 30	44	4.7
	31 to 40	118	12.6
	41 to 50	159	17.0
	51 to 60	126	13.4
	61 to 70	211	22.5
	71 to 80	155	16.5
	Over 80	73	7.8



## Annex 6: Yatton Community Aspirations

### For Consideration by Yatton Parish Council as Community Aspirations

#### Environment

- To set up a Sustainability Group that will:
  - Introduce a local recycling scheme for unwanted household goods;
  - Provide "Cycle Doctor" bicycle repair and adjustment surgeries at Yatton railway station every month;
  - Invest in more bicycle stands around the village;
  - Create cycle lanes on the main trunk route in the village;
  - Provide facilities to encourage cyclists travelling through the village to stop.
- Recommend to North Somerset Council that the orchard at the Grange should be designated as a Local Wildlife Site.
- To undertake planting of fruit trees along suitable village walks.

#### Business

- To improve internet connectivity in Yatton, particularly in terms of 3G and 4G networks.

#### Housing

- To create a Parish Register of locally valued buildings.

#### Transport

- To seek improvements to existing cycling and walking routes:
  - Improved access to the Strawberry Line at Yatton station and Chescombe Road/Biddle Street; Development of a safe dedicated cycle and pedestrian route along the line of the old railway between Yatton station and Jones Bridge, to connect with the proposed extension at Bloor Homes phase 1;
  - Development of a fully joined-up Yatton to Clevedon multi-user path;
  - Development of a quiet lane along Kenn Moor Road;
  - A Yatton Station Heritage Project to include restoration of the footbridge;
  - Development of the public footpath network including access to Cadbury Hill and along Little River west of North End;
  - Development of a quiet lane along Ham Lane.
- To establish the Yatton Travel Charter Awards.
- To investigate measures to reduce the number of HGV movements during peak hours.
- To manage commercial vehicle movements in Yatton commensurate with the needs of businesses and the safety of all parties.
- Promote sustainable journeys to and from the village. For example:
  - Maintain a bus service that serves the centre of Yatton and the railway station;
  - Maintain bus links within Yatton to all of the local amenities and from the village to Bristol, Weston, Clevedon and other local centres;
  - Maintain bus and train services that run at least once an hour during the day, with capacity that grows with demand;
  - Create off-peak (early morning, late night and weekend) services so that it is possible to use the bus and train for a night out in Bristol, Weston or Clevedon;
  - Achieve coordination between the timetables of the different operators so that bus services are spread out on the same route and provide connections with other rail and bus services where appropriate;
  - Inform all villagers about the various services, destinations and ticket options available;
  - Achieve interchangeability of tickets where more than one operator is serving the same route;
  - Establish, safe, convenient and attractive pedestrian routes to Kenn, Claverham and Congresbury;
  - Establish, safe, convenient and attractive cycle routes to Clevedon, Kingston Seymour and Wick St Lawrence, for connections to cycle networks and destinations further afield.



## Annex 7: Neighbourhood Plan Newsletter

YNDP Newsletter Issue 7: September 12<sup>th</sup>, 2017



**Yatton Neighbourhood Development Plan Newsletter**

**Welcome!**

Welcome to the seventh issue of our Neighbourhood Plan newsletter. We hope to keep you informed of progress with the Plan, and of consultation events connected with the Plan.

**The Story So Far**

We started work on the Neighbourhood Plan in June 2015. A Steering Group was formed, currently headed by Parish Councillor Chris Jackson and Yatton resident Jonathan Flower.

We conducted a survey towards the end of 2015 to which nearly 1,000 residents responded. The responses to the survey were used to construct a draft Plan, focussing on the things that residents thought most important.

The draft Plan was delivered to all Yatton households in March 2017, and then we ran a survey to find out what people thought of the draft. The results of the survey can be found below.

We also ran three public consultation events in the village, as well as inviting comments online. All those comments are included below and all have been considered by the Steering Group.

The Plan was revised in the light of the comments received and has now been approved by Yatton Parish Council. It can now go on to be submitted to North Somerset Council for their approval.

[www.yatton.org](http://www.yatton.org) 1

## Annex 8: Survey of Community Opinions on the Draft Neighbourhood Plan



### **Have Your Say!**

Please use this form to send us your feedback about the draft Yatton Neighbourhood Development Plan. You should have received a copy of the draft Plan through your letter box, but it can also be viewed at [www.yatton.org](http://www.yatton.org).

The Plan is divided up into various sections, each with Objectives (what we want to achieve) and Policies (how we propose to achieve the Objectives). This form follows the same pattern, focusing on Business, Environment, Housing and Transport. Please answer all of the questions; you can provide as much or as little additional feedback as you like, though it is always helpful to hear where you think we have got things right, as well as where we have got them wrong!

**Please return your completed form to one of the collection points:  
Yatton News (Clive's), the Post Office, Mendip Vale surgery, or the library.**

**The cut-off date for returning completed forms is April 21<sup>st</sup> 2017.**

At the end of the form we will ask for your email address so that we can keep you updated on the progress of Yatton's Neighbourhood Development Plan. You can withhold your email address if you would prefer.



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### **Vision Statement**

“For Yatton to continue to thrive as a vibrant and distinct village with a rural character, and through sustainable development become an increasingly attractive place for current and future generations to live, work, study, create, do business and spend their leisure time.”

Do you have any comments on the Vision Statement?

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### **Background Material**

The Plan contains sections about its background, the initial public consultations that were carried out, and about Yatton as a village.

Do you have any comments on the Background Material?

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## Business

It is important to the local economy to maintain infrastructure in Yatton so that local enterprises are supported. Yatton has a thriving local economy, with at least 140 businesses based in the village.

### Business Objectives:

1. To maintain a thriving local economy by supporting businesses based in Yatton.
2. To promote the Precinct area and the area around Yatton News by combining them in a clearly visually defined village centre.

What do you think of the Business Objectives?

	Agree	Neither Agree nor Disagree	Disagree
<b>Business Objective 1</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Business Objective 2</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments and suggestions regarding the Business Objectives:

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**Business Policies:**

1. Ensure convenient access for all users to customer-facing businesses.
2. Define the central part of the village more clearly, from Cherry Grove to Well Lane, by using distinctive design features and creating convenient crossing points, so that this section of Yatton High Street becomes a social space where people shop, do business and spend time.

What do you think of the Business Policies?

	Agree	Neither Agree nor Disagree	Disagree
<b>Business Policy 1</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Business Policy 2</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments and suggestions regarding the Business Policies:




## Environment

When we surveyed Yatton residents a year ago, 72% of them chose “access to the countryside” or “rural character” as a key benefit of living in Yatton. They also value access to public rights-of-way along the Strawberry Line and over Cadbury Hill. In contrast to this, Yatton has a recognised deficit of public green spaces within the settlement boundary.

### Environment Objectives:

1. To protect the rural character of Yatton by enhancing:
  - a. Access to the surrounding countryside;
  - b. Local wildlife habitats and biodiversity;
  - c. Valued landscapes including trees and hedgerows;
  - d. The “dark skies” over Yatton.
2. To enhance access to green spaces, public spaces, and sports and leisure facilities.
3. To ensure that the provision of open space for sports and recreational facilities is maintained at an appropriate level to meet the existing and future needs of the community.

What do you think of the Environment Objectives?

	Agree	Neither Agree nor Disagree	Disagree
Environment Objective 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environment Objective 2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environment Objective 3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments and suggestions regarding the Environment Objectives:

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**Environment Policies:**

1. Improve access from the residential parts of Yatton to local footpaths.
2. Preserve the local distinctive landscape by applying for Local Green Space status for seven areas:
  - a. Hangstones sports and recreation ground;
  - b. Rock Road sports and recreation ground;
  - c. Horsecastle Park;
  - d. Local bowling green;
  - e. The Orchard at The Grange, off Kenn Moor Road;
  - f. The Gang Wall ancient flood defence and path;
  - g. A field adjacent to and east of Hangstones sports and recreation ground.
3. Incorporate amenity areas for planting with appropriate indigenous trees into new developments in Yatton.
4. Maximise “dark skies” by ensuring that all new or replacement external lighting (including street lights and floodlights) uses “full cut-off” designs that do not emit light above the horizontal, and that it is dimmed or switched off late at night.

What do you think of the Environment Policies?

	Agree	Neither Agree nor Disagree	Disagree
<b>Environment Policy 1</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Environment Policy 2</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Environment Policy 3</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Environment Policy 4</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments and suggestions regarding the Environment Policies:



## Housing

Yatton has seen rapid growth in housing in recent years. Residents are concerned about the effects of these developments on the village. Most types of development are considered unsuitable by residents, although developments containing mainly average-sized houses did receive a small majority in favour (52% versus 48%). If developments are to be built, 91% of residents want to see them on brownfield sites.

### Housing Objective:

1. To promote and maintain a mixed housing stock that includes affordable homes so that future generations can choose to stay in Yatton.

What do you think of the Housing Objective?

	Agree	Neither Agree nor Disagree	Disagree
Housing Objective 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments and suggestions regarding the Housing Objective:

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**Housing Policies:**

1. A Strategic Gap should be designated to the north of Yatton in order to maintain the distinctive identities of the separate villages of Yatton, Kenn and Kingston Seymour.
2. The currently derelict brownfield site off The Batch should be designated for housing, and the currently derelict land near the railway station should be designated for mixed use.
3. Any housing designated as “affordable” should, as a condition of planning, remain as rented housing association accommodation or be part of a shared ownership scheme.

What do you think of the Housing Policies?

	Agree	Neither Agree nor Disagree	Disagree
<b>Housing Policy 1</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Housing Policy 2</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Housing Policy 3</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments and suggestions regarding the Housing Policies:




## Transport

Yatton has a widely acknowledged problem with traffic congestion. A key consequence of heavy traffic is that pedestrians and cyclists perceive higher levels of personal danger. Residents are therefore more likely to use their cars, causing further congestion. When walking and cycling are considered risky and the use of private cars time-consuming because of traffic, local businesses suffer from lower footfall. There are also increases in levels of air and noise pollution.

### Transport Objective:

1. To make journeys to, from and within Yatton safer and more sustainable.

What do you think of the Transport Objective?

	Agree	Neither Agree nor Disagree	Disagree
Transport Objective 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments and suggestions regarding the Transport Objective:

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**Transport Policies:**

1. Make travel along Yatton High Street safer for all users.
2. Acceptable plans and designs of any new infrastructure, community facility, development, or traffic management scheme in Yatton will:
  - a. Include measures for pedestrians and cyclists that offer positive provision that reduces delay, diversion and danger;
  - b. Ensure permeability and future-proofing, to maximise the ability of residents to use convenient and attractive pedestrian and bicycle routes through the village;
  - c. Locate public parking (including cycle parking) so that it favours walking, cycling or using public transport to access local facilities.
3. Design and highways proposals that mitigate the impact of through traffic will be supported. Proposals may include:
  - a. Use of on-street parking as a traffic calming measure for through traffic where appropriate;
  - b. Street design that discourages parking that would obstruct the passage of those on foot or bicycle, or public transport and service vehicles.

What do you think of the Transport Policies?

	Agree	Neither Agree nor Disagree	Disagree
<b>Transport Policy 1</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Transport Policy 2</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Transport Policy 3</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments and suggestions regarding the Transport Policies:



### **Any Other Comments**

If there is anything else you would like to say about the draft Yatton Neighbourhood Development Plan, please let us know here.


### **Thank You for Completing This Survey**

If you would like us to keep in contact with you about the Neighbourhood Development Plan via email, please write your email address here:

	@	
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**Please return your completed form to one of the collection points:  
Yatton News (Clive’s), the Post Office, Mendip Vale surgery, or the library.**

**The cut-off date for returning completed forms is April 21st 2017.**



## Annex 9: Results of Community Consultation on the Draft Plan

Question	Option	Responses	%
What do you think of BO 1?	Agree	131	91.0
	Neither agree nor disagree	9	6.3
	Disagree	4	2.8
What do you think of BO 2?	Agree	116	80.6
	Neither agree nor disagree	18	12.5
	Disagree	10	6.9
Question	Option	Responses	%
What do you think of BP 1?	Agree	131	91.0
	Neither agree nor disagree	9	6.3
	Disagree	4	2.8
What do you think of BP 2?	Agree	110	76.4
	Neither agree nor disagree	17	11.8
	Disagree	17	11.8
Question	Option	Responses	%
What do you think of EO 1?	Agree	133	92.4
	Neither agree nor disagree	4	2.8
	Disagree	7	4.9
What do you think of EO 2?	Agree	130	90.3
	Neither agree nor disagree	10	6.9
	Disagree	4	2.8
What do you think of EO 3?	Agree	132	91.7
	Neither agree nor disagree	8	5.6
	Disagree	4	2.8
Question	Option	Responses	%
What do you think of EP 1?	Agree	125	86.8
	Neither agree nor disagree	12	8.3
	Disagree	7	4.9
What do you think of EP 2?	Agree	128	88.9
	Neither agree nor disagree	8	5.6
	Disagree	8	5.6
What do you think of EP 3?	Agree	128	88.9
	Neither agree nor disagree	11	7.6
	Disagree	5	3.5
What do you think of EP 4?	Agree	119	82.6
	Neither agree nor disagree	15	10.4
	Disagree	10	6.9
Question	Option	Responses	%
What do you think of HO 1?	Agree	111	77.1
	Neither agree nor disagree	19	13.2
	Disagree	14	9.7



Question	Option	Responses	%
What do you think of HP 1?	Agree	118	81.9
	Neither agree nor disagree	16	11.1
	Disagree	10	6.9
What do you think of HP 2?	Agree	114	79.2
	Neither agree nor disagree	18	12.5
	Disagree	12	8.3
What do you think of HP 3?	Agree	98	68.1
	Neither agree nor disagree	25	17.4
	Disagree	21	14.6
Question	Option	Responses	%
What do you think of TO 1?	Agree	126	87.5
	Neither agree nor disagree	10	6.9
	Disagree	8	5.6
Question	Option	Responses	%
What do you think of TP 1?	Agree	133	92.4
	Neither agree nor disagree	4	2.8
	Disagree	7	4.9
What do you think of TP 2?	Agree	118	81.9
	Neither agree nor disagree	14	9.7
	Disagree	12	8.3
What do you think of TP 3?	Agree	102	70.8
	Neither agree nor disagree	15	10.4
	Disagree	27	18.8





## Annex 9: Comments Received on the Draft Neighbourhood Plan

### Comments on the Vision Statement

- I agree
- A good vision however is there real local power to pursue this effectively?
- Where is it?
- The vision statement is appropriate - although the use of the word 'village' is perhaps misleading as the settlement grows
- Good
- Sounds good. I am not sure that Yatton is currently vibrant.
- I agree with this statement
- Wonderful idea, but without money forthcoming this is virtually impossible
- very anodyne, we would hardly want an increasingly unattractive place to live, work etc
- This is exactly right.
- Sounds good
- Good
- The vision statement starts with 'For' - but doesn't supply any sense of 'how'.
- I do not believe the term "sustainable development" has been explained in a logical and satisfactory way nor why Yatton is classed under this category.
- The vision statement is incorrect as it starts by suggesting that Yatton "CONTINUE" to thrive. In my opinion Yatton is not thriving. We have juggernauts thundering through the High Street every few minutes making it an unpleasant and unsafe place to walk, we have a showpiece walnut tree in the precinct that was unhealthy when I moved to the village 9 years ago and has since been cut down but not replaced, we have a car park which has tree stumps from trees that were cut down with no sign of replacements, we have three charity shops and an empty bank premises. We need to remove the word "CONTINUE" from the vision statement.
- A fairly unchallengeable statement in line with the dictates and restrictions in the NPPF guiding document. A achieve any degree of "vibrancy" the responses and enthusiasm from the residents must be higher than 13%!
- Captures the essence
- I totally agree
- I agree with the statement
- yes
- No - agree with these general sentiments
- Good statement - Yatton MUST remain a distinct entity with own character, not overly populated so people feel strangers
- sounds like a good idea
- This sounds good and would encourage young people to stay in Yatton
- It may be useful to include reference to 'quality of life' in this statement
- I believe that this 'vision statement' should include something about the unique wildlife habitat that surrounds the village. We should also recognise the village and surrounding areas as 'key areas of conservation within North Somerset, much to the recognition of determined and continued work by YACWAG and many local volunteers. Word it as you like but it has been key for the last 15 years or so and will become even more important in future years.
- seems ok to me
- I agree with the statement
- We agree with the Vision Statement.
- Its fine.



- Agree
- It's a bit long and wordy
- Spot on I'd say! We need to keep the village alive - too many shops and services keep closing and I don't want to live somewhere that resembles a ghost town in the future.
- For your so called primary businesses to survive (ie Stowells-Bob Martin) needing access to the primary transport links and to make your designated village centre safer and more pleasant, YATTON NEEDS A BY-PASS.
- Until people are educated out of the mindset where the car is king and they persist in parking on bus stops etc. YATTON NEEDS A BY-PASS.
- I am a Native to this village, over five generations of us have lived here and find it offensive that so called 'Locals' prefer to put 'business' before our quality of life. On the subject regarding Nature conservation and SSSI's, I'm am a member of YACWAG and support there concerns but, I'm also a human animal with as much right to a decent quality of life as those that live in the reserves. If done with care and concern, nature can accommodate construction projects. A BY-PASS could provide additional natural corridors for wildlife.
- While I agree in part, to inundate the community with so much housing is unacceptable, this is an ancient village with a long history, and to create a mini town is a disgrace.
- Yes, that's good
- Development of the village will ultimately mean that Yatton becomes a small town.
- I think Yatton needs to be more thriving and more vibrant at this moment in time for the vision statement to use the words 'to continue'.
- yes
- Covers all aspects and is possitive.
- Yatton can no longer be considered a 'village' It is a small town but with little of the infrastructure (roads, schools and shops) necessary to make it a viable town
- Suggest a comment on living safely would be welcome
- I agree with the vision statement.
- Replace the word 'leisure' with the word recreational
- A good statement of intent.
- Yes! I agree! BUT either the Local Council, or the District (Weston) Council will have to invest time and money to improve facilities.
- The importance of education and health facilities for people within Yatton must be high on the list of achievements and considerations. Present transport arrangements will make it difficult for older residents and young families to access these provisions if moved outside the area. But a taxi firm within Yatton would flourish!
- Harder to do business with no banks left in the village.
- Agree - but "sustainable" has not been defined satisfactorily. The fact Yatton has a railway station is not sufficient. Yatton needs more infrastructure to support current housing.
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- An excellent ideal aim.
- I agree with this vision statement.
- I agree with the vision statement.

#### **Comments on the Background Material**

- Very interesting
- Most of the material seems helpful and gives a context to the draft plan.
- Very thorough and informative



- Well presented and informative
- good, well balanced
- Thankyou for compiling this, it was interesting.
- 13% is a very low response and may be biased by including mostly those who are strongly opposed to housing development.
- I'd just point out that the YACWAG survey was significantly smaller than the questionnaire survey about the Yatton Neighbourhood Development Plan area - they should not be considered with the same weight - i.e. in terms of the issue of a bypass, which I appreciate would be dealt with separately from the plan anyway. The strength of feeling of the majority of residents about road safety must be listened to not the minority of wildlife enthusiasts.
- Excellent précis of events and outcomes to earlier surveys.
- A note to briefly summarize "Section 106" would be useful. What is being negotiated in regard to Section 106 agreements and the Yatton community?
- Useful summary to aid understanding of the process and timeline
- A significant proportion of respondents to original questionnaire expressed concern over aircraft noise. The problem being expressed mainly by residents living in the east of the village. Reference should be made to this in the Plan and measures to address this. Currently there are no environmental grants for Yatton. Future Airport planning agreements should contain provisions to redress the lack of mitigation for our community
- Disappointing response rate to questionnaire - makes it difficult to gauge residents feelings.
- well constructed
- Excellent summary and very informative
- It was very helpful to understand how the village has developed over time and gave some context to the plan
- very good information given
- I could not find it on your website.
- I really like the background, I learnt much of Yatton's past and the local wildlife.
- Good information given. Didn't know Yatton was mentioned in the Domesday Book. It's always been a thriving community so I wouldn't want to see that change.
- If you wish to be taken seriously which I hope you do please make more noise regarding North Somerset Council etc.
- The public meetings did not resolve much if anything. The builders kept calling Yatton a town, we are a village but will end up like Nailsea and Potishead
- A basic bullet point summary would have been useful
- Too wordy.
- good
- OK
- I would think that it would have been better to have had a larger proportion of residents consulted but I understand the constraints of time and availability of volunteers.
- Written by a biased group
- Well presented, an interesting précis on the locality
- PLEASE - PLEASE - PLEASE do something about the PRECINCT! It is so DRAB. How about renewing some of the benches and putting in a few flowers? And make it more attractive. Apart from the BAKERY who put out a few tables and chairs, there is nothing much else there. Would a small fountain in the centre of the Precinct be too much to ask for?
- Good in depth information.
- Further consultation could have and should have been catered for regarding the detail on Page 21, Figure 6 - Access Paths. To propose a route at the bottom of gardens is not thought through and is unacceptable.



- I regret that there was such low interest in previous survey (15%). The 'dormitory' village is probably the reason and so local services and facilities are vital. Before we retired we worked and socialized away from home so understand how this can be.
- Need better public transport links between Weston-Yatton-Clevedon and Portishead. Need more pavements and need smaller, affordable cottages and houses rather than large detached properties we need to encourage young people to live in the village.
- Cadbury Hill is an internationally important archaeological site due to its occupation during the post-Roman period (the so-called dark ages).
- Cadbury Hill is an internationally important archaeological site due to its occupation in the post-Roman period (so-called dark ages)
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- I would think that it would have been better to have had a larger proportion of residents consulted but I understand the constraints of time and availability of volunteers.
- All seems reasonable. Given size of Yatton is limited by nature designations and flood zones, may be best to work with developers to reach "capacity" using CIL/S38 etc to invest in townscape and highways. A bypass is unrealistic. Removing white lines, give ways etc and making the High Street 20mph may reduce traffic speeds and help people to cross. Clear signs on the entrances that motorists should expect cycles, peds, older people etc. Onstreet parking is a type of traffic calming. Resist pressure to remove it.

### **Comments and Suggestions on the Business Objectives**

- I think we should actually help local businesses and work with local employers to improve affordable housing so that fewer people have to commute to work in Yatton.
- I am unhappy if the thriving local economy and business support requires the acceptance of ever-increasing numbers of large lorries using the High Street
- Good
- The precinct area could be so much more than it is. For it, and the local businesses around it to thrive, it needs to be vastly updated. A seating area, a play area (because a lot of the foot traffic through it each day are parents with children on their way to or from school). A fence/railings? So parents with small children can use the precinct without the concern of the extremely busy road a few meters away. Planters with flowers in. Removal of the giant brick and concrete ex-tree stand, proudly displaying it's ruined stump that no one has bothered doing anything about for years. Bike parking, for those brave enough to cycle the HGV overrun gauntlet of the highstreet.
- Make Stowells pay for a \*\*\*\*ing by-pass. Yatton isn't a village. Its a townlet.
- The visual define nature should not be felt to diminish the local environment or the character of Yatton but enhance it further.
- It would be good to include the area of St Mary's in a distinctive village centre
- If it were not for the fact that Charities are the only organisations who can afford the rates for the precinct area there would be a more diverse choice of shops. It is a sad fact that Charities are now businesses which have an unacceptable advantage over other businesses. They sell new items (which in my view is unacceptable) and they do not have staff and business rates to pay) No more charity shops please. Oh and of course the profit making dentists and vets! we already have one vet why did we agree to another in the precinct!!
- I agree with the objectives, but we always come back to the problem of traffic. It is hardly a pleasure accessing the village centre, either by car or on foot. It is unfortunately a far more pleasant journey to Clevedon.
- 1 - should promote new local business not just encourage



- Filling in the gaps between the precinct and the newsagent would make more a better village centre
- The best way to assist larger businesses which are mostly around the North End is to campaign for new roads to access M5 J20 and A370.
- Parking in Cherry Grove is BAD NOW DUE TO THE SHOPS
- It would be helpful to have an objective to promote local employers to avoid commuting and to increase local business and personal incomes.
- Teach people to smile and be friendly and communicative. Get Stowells to build a by-pass.
- The Precinct and Yatton News are far apart - is there a desire to connect the two areas? I would oppose this.
- As broadband has become an essential utility, I think it would be a good objective to aim for high speed broadband access and 4G mobile signal across Yatton
- The precinct is in private ownership and as appears as dated as that of Nailsea. Any features should be in conjunction with the landowner and bold, not simple "pastiche" for the sake of achieving some degree of success.
- The retail provision does need encouraging particularly for new development.
- Development at Smarts and Stowells needs to be limited to existing boundaries to prevent detrimental expansion into the rural landscape."
- physically difficult to create village centre as far as Clives due to Methodist Church, Yatton Hall and Masonic Hall plus the residential properties
- make the precinct more attractive as well and use for a market, open air events etc
- We were surprised and pleased to hear that there are so many local businesses. It would be useful to have a list of them as we try to support local businesses where possible.
- And where would the traffic go??
- Supporting businesses in Yatton needs to be balanced with the needs of 100% of people that live in Yatton and not just the 12% that live and work. Supporting Yatton is more important than bending over for businesses eg Smart Systems
- To remain an attractive village we need businesses, that's why we moved from Claverham as there was nothing much there.
- If plan 2 is to create a pedestrian style precinct What plan would there be to divert traffic around Yatton high street - the current the surroundings road are narrow and full of parked cars.
- Continue with update and modernisation of the precinct area.
- There is no focus on developing the precinct area to include more businesses, which I think there should be. For a large village, that facilities are really limited which I think is a shame considering passing trade that occurs due to the strawberry line and walking options around the village. More could be gained if there were more businesses which would make it more of a destination village
- Reference Business Objective 2 - looking at the original images (online) of the planned structuring of the precinct area, the final design of the area looks quite different to originally intended. It should be expected that a rural village should reflect the image of the countryside, and the shopping area certainly does not do this. The area is very grey and overly-concrete, and often looks miserable during the winter months - there are a variety of large and independent planting and flower shops in the area; surely with their help it would not be difficult to enhance the area with some flowers/shrubs/trees, and perhaps some more appealing seating/children's playground areas in the centre of the precinct. You have stated that you might consider putting leaflets in shops etc for visitors describing amenities. How about just having a central town board in the precinct showing people the amenities/walks/things to do in the village - less paper is always better. There are lots of very



competent artists in Yatton who am sure would help out!! :) Also, consider a decent website for the village.

- nothing to add
- Do you seriously believe that a few signs will alleviate the traffic congestion in the village centre, especially when something happens on the M5 and all the traffic brings Yatton to a standstill? There is only one way to cross the river Yeo excepting the M5 - Yatton High Street.
- Objective 2, will lead to further traffic issues in the centre of the village.
- There is no need for a "clearly" defined area in a village the size of Yatton and would serve little purpose
- The two areas are not coherent, and this suggestion it is hard to see what advantage there would be in trying to make them so
- Need more information on the second objective to make any comment
- I think it is a good idea to have a visually defined village centre but I think it should be larger to include the Conservation area and the War memorial because this may help to alleviate the problems with narrow pavements and parking issues in this area. These are important parts of the village and should be included in the centre. This village is based on ribbon development and will never have a neat solution.
- Not enough detail
- We had a load of comments throughout but this stupid Google form has just lost everything we have been typing for the last two hours. In summary:
- Need to stop proliferation of charity shops, vets and estate agents, betting shops etc and encourage traditional village businesses that provide useful services to residents every day rather than just very occasionally."
- Having a defined village centre is good, but unless the continuing nuisance of 'through traffic' is removed Yatton will never have a defined centre.
- Good. Is there any way we could re-introduce a tree into the Precinct area a good place for young people to gather.
- How about the other businesses in the area round 'Clives' I hope they are included in the plan as well.
- It would be lovely to create something more "compelling" around the precinct area in terms of a village attraction/retail/food.
- More local produce shops less charity
- We must do all we can to maintain and retain those already here, espec. Post Office, Hardware, Library, Chemist and cycle shop - also Clives and the wholefood shop. All important to Yatton.
- Use the traffic wardens to keep cars moving on instead of clogging up the layby outside Yatton News.
- I disagree solely on the possibility that the Precinct area (where defined?) could be wholly pedestrianised thus forcing further traffic down side roads and more parking there as well.
- Efforts must be made to contact different business to encourage them to come to Yatton.
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- A good idea but the traffic flow would need to be reduced to make it viable.
- I think it is a good idea to have a visually defined village centre but I think it should be larger to include the Conservation area and the War memorial because this may help to alleviate the problems with narrow pavements and parking issues in this area. These are important parts of the village and should be included in the centre. This village is based on ribbon development and will never have a neat solution.
- Its good to see the precinct being redeveloped. A limit on charity shops now should be implemented.



### Comments and Suggestions on the Business Policies

- You ignore the needs of disabled people and in particular the need for a sustainable public transport strategy, which should at least include hourly buses through the whole village.
- Policy 2 is an admirable plan
- Get wider pavements when development allows for pedestrians and cyclists
- A further crossing point is also badly needed in North End Yatton, near Happy Hours nursery. Especially with all the housing development going on at that end of Yatton.
- Teach shop staff to smile and say please and thank you (customer focus). Teach locals to get out more and believe there is somewhere else in the World other than \*\*\*\*ing Yatton.
- Be cognisant of unintended consequence to business policy 1. 'All customer facing businesses is a rather broad definition
- More crossing points around the village centre would be brilliant, there needs to be one around Clives as it is difficult sometimes to cross the road around there. I find the suggestion though of more designated parking along the high street though concerning and think that this will make it more difficult for pedestrians to safely cross the road.
- The speed of traffic is not so much a problem as the volume of traffic through the central part.
- I have two young children, one of which attends Stonecroft Nursery and the other will be starting soon. There is no safe way of crossing the top end of the busy high street to get to the nursery without either walking out into the road by the butchers arms or crossing further up where traffic is often at it's busiest. A zebra crossing is a must!!
- Without a bypass, if you slow the traffic down through the 'village centre' then you will just create more congestion - as can already be experienced at peak times or when cars have to go around a parked car - ie. there is only a single lane in effect. This would not be the desired outcome of making the village centre a more pleasant place to visit for pedestrians - it could be counteractive.
- Business policy 2 will be very difficult to implement without exacerbating further the through HGV traffic.
- Get Stowells to build a by-pass then we won be plagued by their ridiculously big lorries and constant through flow of traffic.
- Good ideas, but don't forget easy access for disabled and blind people.
- How do you intend to achieve this? Ideally make this stretch of the High Street into a "local vehicle only/pedestrian zone"; but this cannot be achieved without a bypass.
- BP2 is full of too many sub-policies - yes to more crossing points but no to Yatton High Street becoming a social space which implies no vehicles with the result vehicles are directed down Mendip and Stowey Roads. Don't forget there is a well-used school entrance in Stowey Road.
- The idea of defining the central part of the village is good but does not go far enough. I suggest it should extend from the High Street junction with Wemberham Lane to the High Street junction with Claverham Road. It would then include the village butcher, the Butchers Arms, Stonecroft Day Nursery and Preschool, Heritage Estate Agents, Yatton Village Hall, Through The Looking Glass, Somerset House, the Railway Station, the Market Inn and the Rugby Club. In your draft plan you have excluded all of these business and facilities.
- Parking and access for deliveries will be important considerations
- The "centre" as defined in the report is a ambitiously lengthy - better concentrating on the area from the Library to Myrtle Gardens - and adopting the physical approach of Portishead's main High Street (raised areas adjacent pedestrian crossings, and more) in order to achieve a safer environment all round and a strong definition. Although slowing traffic will undoubtedly benefit shoppers and the physical features will add identity (if done well), it could be argued that slower traffic will add to the level of pollution. Priorities should be safety and convenience



of use to pedestrians and local traffic and not any slavish adherence to fashionable "cycling policies"!

- Good balance of encouraging and retaining a range of businesses on the one hand while recognising the importance of maintaining the village feel on the other
- The B3133 from Cherry Grove to Well Lane is a major through road from Clevedon to Congresbury. Therefore, it is impractical to consider it as a social space for people to spend time. It is a road not a pedestrian precinct.
- Does not mean bypassing High St by utilising Stowey and Mendip Roads as the answer.
- Although I agree with the principles of BP2, it is not clear to me how this will be achieved without merely displacing the pressure currently on the village centre to other areas of Yatton. Whilst I like the idea of slowing traffic and increasing pedestrian safety in the centre, this might create havoc on Mendip and Stowey roads as drivers avoid the (slower) centre. Many of these drivers will be travelling to work at exactly the time that children are being dropped off at the school on Stowey Road; this could cause absolute mayhem.
- will be a challenge to join from Cherry Grove to Myrtle Grove without pedestrianizing fully
- **STRONGLY AGREE** with making walking safer. Someone is going to get killed soon. my husband was hit on the arm by a car wing mirror while walking on the pavement recently!!
- An extra crossing in this area would be very useful
- How would any of this be possible if the road is mostly congested with cars and lorries?
- The negative impact of HGV is dismissed by the Plan and the enforcement of the 7.5t limit is also dismissed with poor reasoning. Most are from one important business in Yatton, whose HGVs could easily turn left towards Cleavdon for the M5 rather than through Yatton for the M5 south. Enforcing it would make a massive difference. The railway bridge itself should be limited to 15t at the most to preserve it.
- Have a ban on the large lorries entering the area.
- For option 2 what are distinctive design features? Crossing features - what are they? Would be good idea to enforce the speed limit as so many drivers are exceeding the 30 mph.
- Crossing points are integral, again, more opportunities for businesses along this stretch would be an improvement to Yatton
- centre of village should be from the railway station to Well lane
- Consider slowing down traffic by enforcing a 20MPH limit on the high street, or the use of traffic calming - this may slow down the traffic and perhaps discourage passing traffic to use Yatton as direct access to Bristol. Please ask the Co-Op to put gates on their car park at night to stop the boy racers using this area for dangerous driving.
- Would like a large clock in the precinct
- Yatton has a pretty good centre, I think the number of charity shops has reached its max. Loaders is excellent, Parson's adds to the atmosphere and obviously the coop is invaluable. Maintaining this and improving it is definitely worthwhile.
- To walk or cycle to the village centre is no longer pleasant also with no public transport how can older people access the facilities. More cars?
- Policy 2 is likely to discourage passing trade without adequate provision given to parking
- the shops near Clives could be marketed as Yatton food quarter.
- I'm Looking forward to the much awaited revamp of the precinct.
- What happened to the idea of a round about by the Coop?
- The parish council could be more proactive in giving Yatton a unique focus/identity incorporating the local businesses. eg an annual strawberry, bread or willow craft fair. 'Yatton, home of the apple pie...(or whatever) Make it worth people from Bristol coming to see what all the fuss is!
- Can Yatton be twinned with another village with similar businesses?
- Policy 2 would be a waste of money and serve no purpose





- the provision of convenient but sensible parking options is important in promoting safety.
- As well as convenient crossing points, the issue of where cars access parking needs to be addressed. The confluence of the Co-op carpark entrance, pedestrian crossing Chescombe Road, and layby cause frequent congestion and an unsafe crossing.
- If this suggestion restricts traffic flow it could lead to pollution from stationary traffic and discourage business. Precinct rental charges must be affordable
- The central area should extend to Top Scaur( see answer to above question)
- BP2 the area is too small to need signage. It is pretty obvious where the businesses are
- The residential and retail mix in the precinct limits opportunities for other organisations to move their businesses to this location. There needs to be adequate, safe parking provision particularly in the Yatton News/Pullins area.
- "Yes agree, but again 'through traffic' must be removed.
- The access and exit to Yatton Station needs urgent attention, NSC should fund this on the grounds of 'safety alone'.
- Another pedestrian crossing is urgently required in North End."
- Christmas lights in this area a positive. Narrow pavements make life difficult for young mums en route to school.
- Library - very good at arranging sessions for pre-school children and adults alike"
- How to define the central part of Yatton - put in more zebra crossings!
- A further crossing would be a great advantage.
- A seating area at Cherry Grove?"
- Good, clear signage is vital. Boards similar to those at hospitals signposting businesses school library etc. would be good.
- The proposed new "Central area" is too large an area. One more crossing point is needed, only.
- Restrict HGV access to certain times.
- Enforce speed and weight limits."
- Speed limit should be 20mph.
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- This area is currently unsafe for pedestrians as the pavements dwindle in width towards Well Lane. Stone trucks are a persistent hazard.
- I am keen to know how the central part of the village is to be clearly defined; what architectural features are going to be used, planting, seating areas, lighting etc. It needs to be done tastefully, creatively and sustainably. There is a lot of potential for this but I would hate to see a half hearted design that ends up looking twee and in low cost materials that ends up looking run down very quickly. Better landscaping with a number of trees would be enough to lift the area enormously and be a more attractive area to spend time.
- The central area should extend to Top Scaur( see answer to above question)

### **Comments and Suggestions on the Environment Objectives**

- It is laughable to suggest that some of the hatched in area on your plan on p.11 is of conservation interest - it is completely degraded and has currently minimal wildlife benefit.
- I really object to the proposed footpath from the end of Barberry Farm Road across the fields to meet Westmead Rhyne. I have a smallholding in the field parallel to the proposed footpath and would object strongly. I already have a big problem with people intruding into my (locked) field - almost every year the lambs are at risk from people and dogs. I am fed up of my sheep being killed (horribly). Dog \*\*\*\* is a problem - lose dogs foul hay while it is being made - and my attempts - notices and extra fencing have had no effect whatsoever. Things have



been much worse before the horses took up residence in the neighbouring field when it was used as a de facto footpath. At least then I could point out that people and their out of control dogs were actually trespassing and lock the gate. It is literally a 10 minute walk to get onto the footpath on Kenn Road, of course this would be a handy short cut, but if they are that bloody lazy I think that I would re-iterate the above points as I think that should people deserve access to the fields at all anyway."

- I object to Objective 3: Open spaces for sports and recreational facilities would appear to have little to do with rural character or countryside. While these facilities may need improvement, they are to do with the urban environment
- More information boards in the village centre about the environment round about
- Put the \*\*\*\*ing lights on so people can see on their way home after midnight (ie from pub or church) - stop being so bleeding tight. Reinststate public lavatories. Make dog walkers clear up their pet excrement snd force all pubs to have carpetted flooring.
- P3 I would prefer to enhance recreational facilities not to just maintain.
- One of the main players in the area for sport is the Rugby club. It provides valuable encouragement for the young as well as a social meeting place for all ages. It is important that the powers that be do everything to support and encourage its survival
- Access to sports facilities has already failed by the rugby club relocating it's junior section out of the village, accessed by a road with no pavements. Who on earth could have thought that was a sensible idea,--- only people wanting to cash in on the developing frenzy.
- My main reason for moving to Yatton was to have the darker skies of a country village. I do astronomy in my spare time and I have built a small observatory in my garden within the village.
- "I think the suggestion of more access points to the strawberry line exciting and look forward to a cycle route to Clevedon. I also love the suggestion about the dark skies over Yatton and changing the lighting to better see this. I think the new lighting I have seen looks really good.
- My one concern about the environment and yatton is the suggestion of more designated parking on the main road as 'traffic calming'. I believe this would negatively affect the high street by creating more air pollution. With the cars already on the high street there can be congestion already on the high street with therefore more pollution and I believe that more cars parked along the high street would add to this. "
- wildlife/biodiversity is most important, too much access can be detrimental
- Dark skies are so easy to maintain that there is no excuse not to! Being able to see the Milky Way is a benefit of living in Yatton.
- Yatton Rugby & Football club should be protected from development as a valuable resource for the community, which can be reached potentially by foot/bike - if the pitch is moved further out this will encourage car use and congestion.
- Looking at the maps, I note that the footpaths through some of the housing developments are not shown and could be developed more as cycle and walking routes. Some are rather narrow for cycling but foliage could be cut back to facilitate access. It would be helpful if there was a map of these available at the library and Clive's etc. A local AZ street plan does not show them all and misses off some rights of way.
- Keep the lights on after midnight. I'm fed up with tripping over the kerb and its dangerous for womenw walking alone. The countryside would look a lot better without little bags of dog \*\*\*\* hanging from the bushes.
- Don't forget access to dog friendly places.
- EO 1 - Yes - BUT make existing access to the surrounding countryside maintained, safe, accessible and promote it. There are many paths around Yatton and its environs so tell people where they are (via maps and signage) and keep them open and free of obstacles and undergrowth.



- To protect the rural character of Yatton we need to seriously restrict the amount of new developments. We cannot build on green fields and still be a rural community.
- 2 and 3 are almost the same. We should be more ambitious about making all Yatton's homes more efficient - especially new ones. Couldn't we have wind and solar panel schemes? And what about Flood Protection? This is too countryside focused.
- Good
- "Access to the countryside is not a means of protecting the countryside it is often in conflict. Therefore objective 1a should be added to objective 2.
- Objective 2 would be better placed under transport policies since it is not about the environment per se."
- I agree generally with objective 1 but not 1d. If I am going to walk and not drive to social events/meetings in the evenings, I do not want unlit streets.
- WE should not sacrifice any environmental amenity going forward.
- I have some concerns about EO2. The loop path shown along Stowey Rhyne might encourage more people to break through the perimeter of Hangstones or the privately-owned field between the path and Stowey Road houses. This is already a problem but could get worse for people living in those houses and for those maintaining the Hangstones perimeter.
- without green spaces the community will die
- I have concerns where proposed footpaths are marked along private land.
- We now have dark sky street lamps in our road (Church Close) and they are wonderful!!
- Yatton needs a by pass from Arnold's Way to Congresbury. The needs of water beetles are far less important than those of people using the high street from Market Inn to Well Lane, which is impossible by bicycle or with a pushchair unless you are prepemraed to risk life and limb.
- It is crucial that Yatton remains a rural village by protecting the immediate countryside
- Although I agree with the countryside being accessible I strongly disagree with the proposed new footpath that runs behind Stowey Rd. Firstly it runs through/across a YACWAG nature reserve. These reserves are closed reserves and are not appropriate for daily public walking. This would disturb rare flora and fauna much of which is only present thanks to the closed nature of this and YACWAG's other reserves.
- Carrying this footpath along over land by the stables would create conflict with the current land-owners who have already demonstrated that they will challenge and remove people forcibly where they feel necessary. It is holey inappropriate to put villagers at risk of such confrontation.
- I also fear that putting a footpath at this end of Stowey Road would form a natural link that will in time promote inappropriate development and house building in this area. The area in question has a high density of wildlife including locally rare Brown Hare as well as deer, foxes and badgers, not to mention hundreds of overwintering bird species. To open this up to daily foot-traffic would again be unsustainable to our local flora and fauna that is already under so much pressure from loss of habitat and disturbance. The Strawberry Line provides unrestricted access to the surrounding countryside and it is there that further access paths should be sought (may be to join up with footpaths near the river Yeo at Congresbury or back towards the Wemberham Lane area??) Protecting the 'Kenn Moor' side of our village is paramount to the future for people and wildlife alike."
- It is not good that the gate to Hangstones is regularly locked unless there is a fixture, the residents of Stowey road have to suffer parked cars frequently. over the bank holiday weekend for example the gates have been locked!!
- Preserving and enhancing existing access to footpaths and the countryside is a laudable objective, however the creation of an extension to the Strawberry line cycle path needs to be carefully considered, given the change of use of the route and the potential impact of cycle, pedestrian and potentially other prohibited traffic on the areas in close proximity to the



proposed route. The current Strawberry line does not pass through or close to residential areas in Yatton, there is little or policing of public footpaths and the reduced privacy and increased security risks that the proposed route may inflict on residents and businesses don't seem to have been considered. In addition where is it going ? The ultimate path to nowhere. If the desire is to link to the new Bloor housing, it would be better to designate cycle lanes through the existing walk ways and relatively quiet roads that people already use.

- I believe being a 'country ' setting we need good access to the country!
- we do not agree with the new cycle path
- Promote the use of green spaces.
- Objective 1. How would the 1d be achieved with upto 800 houses in Yatton and associated road lighting?
- Objective 2 &3. How would this be funded with local councils etc struggling with current debts let alone new proposed ones?"
- Yatton needs more public green spaces.
- Information locally and in outside of Yatton, on the walking and cycling routes would be beneficial to attract people to the area and help locals to access the countryside. Although people 'say' they like the countryside as a reason for living in Yatton, how many of us actually regularly access it, by foot?!
- need more open space as the village grows - what happened to the play area promised bt Bloor homes?
- Improve the wildlife signs on the Strawberry Line - some of them look like they need a clean. Definitely keep the dark skies, we love this! Tell people about inaccessible walks - some of the Round Yatton walks are completely overgrown in late Summer. Fix the walkways/turnstiles etc. on the Round Yatton walks - some are dangerous and falling apart.
- I love being able to see fields outside my back garden. It's one of the reasons we moved here. Also very important that the young people/families have green places to go to so they can run around and let off steam, or gather as a social group. You wouldn't want that in a residential built up area. We definitely need to keep the green spaces green!
- I believe the principle of the idea is commendable but I see this as an excuse or copout to avoid the issue of the possibilities of building a BY-PASS. Don't avoid the issue and take on the responsibility and make more noise on our behalf.
- Why can't the Rugby Club be incorporated into one of the village Sports fields, where children and adults alike can still walk to the facilities,rather than finding a place further out of the village centre, hence more cars or less people using the facilities. It is rediculus that social hub is being taken away from the walking public.
- An all weather sports court (similar to the one in the car park at Congresbury, next to the river) with free open access is much needed in the village.
- Access to areas of surrounding countryside is crucial in promoting health and wellbeing of the residents of Yatton and safeguarding wildlife habitats and biodiversity.
- I agree with the Environmental Objectives. They are all extremely important for the physical and mental health of the community and I am concerned that the new residents moving into the new developments at North End will have to take to their cars to participate in local sports.
- This is not the most important factor in the policy
- Over-development would mean that Yatton loses its access to the country side and rural character. This is already happening. We need to maintain and further increase the open space provision.
- All admirable
- "YACWAG very good at promoting activities for children i.e. tree watch.





no useful purpose and traverse farmers' fields - and they would have to destroy hedgerows and cross rhynes to make a pathway. The proposed loop from Stowey Road is ill-conceived and would bring dog walkers, dog fouling and litter to a YACWAG nature reserve and county sites of wildlife importance. A circular walk should not be created at this point. One access to the footpath alongside Westmead Rhyne would be sensible but the lines on the map are unhelpful and unworkable. I am unaware of a public footpath from the Grange along Stowey Rhyne to the north which you propose to link to. It would be more useful to improve access for all at entrances to the Strawberry Line, Cadbury Hill etc.

- Re the dark skies policy, I think it is as important to get agreement from the parish council to begin a programme of reviewing its 100+ street lights and replacing inefficient high-energy bulbs with low-energy 'full cut off' versions that cost less to run and can be turned off at midnight. Some of the lighting stock is 60 years old and needs replacing or removing altogether. The parish lights have the potential to undo any good work done in new developments. This is not just good for saving energy (climate change etc) but is also good for the natural environment (bats and moths for example)."
- Ensure flood risk management strategies are not forgotten (esp in relation to the risk of surface water flooding)
- dark skies and better access points to footpaths is a great idea
- Force Stowells to pay for a by-pass. Teach customer focus. Keep the lights on. Carpets in pubs and NO DOG TURDS.
- P1 be a little clearer that the access is to the countryside.
- With my interest in astronomy, I am very pleased to see policy 4. I am involved with national astronomy organisations and would be happy to provide any assistance or advice if required to help achieve this policy.
- 1- terrible, see later comments on the Stowey access path. Also the Strawberry line access paths would do significant damage to fragile local ecosystems.
- 2- road and pedestrian safety is more important than dark skies"
- Development of cycle path along the Yatton - Clevedon railway line should be main priority.
- Designating the field East of Hangstones as a green space is a great idea, as it helps retain the rural feel of the area. Protecting the public parks is also an excellent idea, I didn't realise they needed protection from development - definitely seize any opportunities to protect them for future generations.
- See last comment
- B\*\*\*\*\*s. Less dog \*\*\*\* and lorries and \*\*\*\* boy-racers please.
- All these Local Green Spaces are vital for the well being of people living in Yatton. They are an integral part of the character of Yatton. Indigenous trees provide a visual and a physical benefit to the local environment. The measures for protecting dark skies are necessary and beneficial to the environment.
- EP1 - for existing paths.
- EP2g - I believe the ""field"" referred to may be the proposed New Access Path from the existing pathway down to and along Stowey Rhyne shown on Figure 6 page 21 in the Plan. This proposal would take a new path past the gardens of a number of houses in Stowey Road. I have been advised by a member of the Steering Group (page 4) that ""...we are not planning to put new access paths through your gardens, next to lakes, through areas of environmental sensitivity, in locations that would cause harm or distress to wildlife, or anything of the kind."" "" I oppose any Plan to bring a new access pathway over my land and across the bottom of my garden. I cannot see any logic or practicable thought as to why this proposal was allowed into the draft Plan. Promote and maintain existing paths and encourage their use. I will not agree to a new path past my garden."



- The area between the village and the Strawberry Line needs to be protected as a buffer zone to ensure that we do not have housing development adjacent to Biddle Street SSSI
- As above, this is too countryside focused. We should be more ambitious about energy efficiency in our buildings (especially the new homes being built, why haven't they got solar panels?!), perhaps generating wind and solar power ourselves? And transport has to be included here, if there were later and more frequent buses and trains there would be less car use
- With one exception the suggestions for public footpath links are unrealistic and controversial. A route north from Hangstones would however provide a useful circular link.
- Investment in the local PROW network is essential, waymarking, safe and easy access points and gating. This can be achieved through CIL.
- Links to and from new development should be a priority. The three existing links to the Strawberry Line from Biddle Street need investment especially for disabled users. The Gateway to the Strawberry Line through the station car park requires improvement to make it more attractive and user safe and friendly.
- Night Skies is a laudable aim however the justification is not well made.
- Suggest this policy needs to be integrated with providing a more Bat friendly environment especially on the settlement boundaries. Much of the justification is on grounds of sustainability. The Parish council should plan to replace its 105 street lights to reduce orange light spill. Switch off and or dimming required.
- We do also need a policy to support land being set aside for bat mitigation.
- Again the original questionnaire got a strong response for creating nature reserves. There should be mention of the new emerging NSC technical guidance for Greater Horseshoe bats. Specifically it is necessary to have a policy on this where areas unsuitable for development and mitigation are identified. This approach is being pioneered in Congresbury."
- As one of the householders who would be very adversely affected by the plans shown for new access to footpaths in Policy 1, I consider it extremely discourteous not to be consulted beforehand about the plan. I understand no-one even bothered to look at the sites. Re Policy 4, I re-state that if I am going to walk about at night in Yatton, I do not want it to be in darkness. Otherwise, I will drive, which is stupid.
- Street lighting is necessary for safety for pedestrians and unfortunately protection against attacks on persons.
- Agree with these principles but see above comment on Environment Objectives.
- policy 3 will ensure we don't become a paved jungle and ensure live is breathed into society, policy 4 must be tempered with residents safety
- I have concerns where proposed footpaths are marked along private land.
- Could the street lights turn off after the last train arrives at yatton. So people feel safer walking home and can see the dog poo left on the streets."
- include the area at the top of Mendip Road next to Cadbury House. That field is lovely in the morning mist. Dont let it get built on!
- I think more could be done to encourage residents to understand the benefits of accessing the outdoors so that they understand how to use the 'green spaces' to support their health and well-being
- It would be dreadful if we lost our internal community green spaces
- Although I agree with the countryside being accessible I strongly disagree with the proposed new footpath that runs behind Stowey Rd. Firstly it runs through/across a YACWAG nature reserve. These reserves are closed reserves and are not appropriate for daily public walking. This would disturb rare flora and fauna much of which is only present thanks to the closed nature of this and YACWAG's other reserves.



- Carrying this footpath along over land by the stables would create conflict with the current land-owners who have already demonstrated that they will challenge and remove people forcibly where they feel necessary. It is wholly inappropriate to put villagers at risk of such confrontation.
- I also fear that putting a footpath at this end of Stowey Road would form a natural link that will in time promote inappropriate development and house building in this area. The area in question has a high density of wildlife including locally rare Brown Hare as well as deer, foxes and badgers, not to mention hundreds of overwintering bird species. To open this up to daily foot-traffic would again be unsustainable to our local flora and fauna that is already under so much pressure from loss of habitat and disturbance. The Strawberry Line provides unrestricted access to the surrounding countryside and it is there that further access paths should be sought (may be to join up with footpaths near the river Yeo at Congresbury or back towards the Wemberham Lane area??) Protecting the 'Kenn Moor' side of our village is paramount to the future for people and wildlife alike."
- Good.
- How are all the above options going to be funded and maintained?
- Access to Strawberry Line at Chescombe Road needs much improvement especially for wheel chairs. Entrance to Strawberry Line at the station needs enhancement to make it more aesthetically pleasing. Hangstones in particular needs more seating to encourage more people to use it. A path right round the area would help.
- (Sorry not sure the correct place to mention this but..) surely all new housing should have solar panels/solar heating as standard? I don't see any on the new houses at Albert Way, considering these were only built in the last few years, this is disappointing - Yatton needs to be actively part of the West of England Low Carbon Future.
- Especially like the increased access to public footpaths
- Access to the Strawberry Line from Chescombe Road desperately needs improvement - gets very muddy and difficult for pushchairs/wheelchairs.
- The entrance to S Line at the Yatton Station end needs to be more evident and better laid out."
- Why are the following green spaces in Yatton not mentioned in EP2 to be preserved? Glebelands, grass area off Heathgate, park area by Grange Farm road, small grass area behind the cul de sac area on Stowey Rd. Although these areas are small they should be preserved and could be fantastic community spaces.
- Hangstones not only needs to be preserved but also made easier for the community to use. More people would use it and use the equipment more if there were toilet and refreshment facilities available on a regular basis. This would also create a community meeting space where people could meet up at and use its indoor and outdoor facilities. Could the Parish Council facilitate a group of volunteers to staff a 'cafe' type affair in the pavillion?
- Policy 3 should be funded by developers however should meet the requirements of the Parish Council with no right of appeal
- The encroachment of building on Kenn Moor should be stopped. The recent increase in traffic due to installation of industrial units (Titan ladders - now Pullins) is detrimental.
- Dark Skies' must be compatible with residents' safety
- I agree that access to local footpaths should be improved. I am concerned at the lack of green space at North End, Yatton especially if the Rugby Club manage to sell their land for housing. I suggest that the Orchard at Grange farm, which is so important for wildlife and biodiversity should be classified as a Local Wildlife Site and the old Junior Pitches, owned by the Children's Hospice of the South West should be put forward as a Local Green Space.
- Green Space provision needs to be extended further than the current designation. Further housing development will be at odds with these policies.





- Add the cricket ground to the list in 2 above.
- Good aims. Could we have facilities for play during school holidays publicized. How much would this cost? Tesco fund such projects locally.
- 4. Regarding the dimming of lights late at night - those people who work nights - nurses for example - need adequate lighting to arrive at home in the early hours. How about emergencies - doctors callouts - or the Police-Fire Brigade for example?
- PS I thought the Bowling Green was private property, as it is locked up most of the time."
- All 7 areas in Item 2 are essential elements in the character and environment of Yatton.
- "The High St is VERY DARK at night, but I feel it is OK for side streets (4).
- New developments SHOULD incorporate trees and open areas."
- I have asked and it was agreed that more prominent signs should be installed at Rock Road warning off dog owners. This was two years ago and guess what? Nothing has happened.
- Hangstones sports and recreation ground is a public amenity and space but has a gated access to anyone visiting by car that is regularly closed. It was locked over the Easter 4 days making the leisure facilities inaccessible to visitors and somewhat redundant. Any application for Open Space status should include accessibility at all times for residents and visitors.
- EP1 - yes - keep access maintained.
- EP2g - is this the proposed pathway on Page 21, Figure 6? If so this is not practicable or acceptable. If not then where is it?"
- Excellent plan to extend cycle tracks to North End. How far after that?
- Could more be done to make railway crossing on the path from Claverham to Moor Lane safer?
- Better access to the Strawberry Line from points in Mendip Road are excellent.
- Footpath Moor Lane to North End very good and Gang Wall path."
- Hedges along the public footpaths need regular cutting back.
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- Completely in favour of expanding all sports and recreational facilities, and applying for local green space status for all the above.
- I agree that access to local footpaths should be improved. I am concerned at the lack of green space at North End ,Yatton especially if the Rugby Club manage to sell their land for housing. I suggest that the Orchard at Grange farm , which is so important for wildlife and biodiversity should be classified as a Local Wildlife Site and the old Junior Pitches, owned by the Children's Hospice of the South West should be put forward as a Local Green Space.
- My husband and I have concerns re the amount of traffic, the lack of planning for the infrastructure and road safety. Also, we are concerned re the opening of a cycle/footpath to the Strawberry Line. We live in the Wood Kilns and our property backs onto the track opposite Bob Martins. If this goes ahead it would mean the loss of wild life which inhabits the stretch of land and the trees which provide cover for wild life. Also, it provides a screen for us from Bob Martins building and protects us from the noise and the lorries some of them very heavy goods lorries that pass between Bob Martins and our back garden which is wide but very narrow. We hope you will consider this as we are only one of five houses along this stretch that will be affected by this plan.
- There are other green spaces in Yatton that weren't mentioned which could be made more of: off Heathgate - would make a lovely community orchard/growing space, picnic space; small space in Grange Farm; small space behind house at Barberry Farm Road end of Stowey Road. Are these Parish Council spaces? Also I think the Plan has missed any future plans about people/groups of people and how they function/live/enjoy life in Yatton. With isolation and loneliness on the increase I think it's important how we provide places/opportunities for people to get together and feel cared for and belong to the community. I hear from people



who have lived in Yatton for years talking about week long carnivals, community events and times where people have a shared experience. Could we plan for this too?

- Suggest footpath from Mendip Road down towards doctors' new surgery (across Land Farm) could be made with a hard surface so that walkers and cyclists could use it when visiting new surgery. Good for environment and health.

### Comments and Suggestions on the Housing Objectives

- I am concerned that the lack of synchronisation in timing with local authorities may make the village activities fruitless.
- I think that you should set up a local housing trust that can preserve the interests of the village and develop an affordable housing profile using imaginative and innovative strategies that include all houses being built to the highest rather than the current lowest environmental standards.
- I have 'agreed' with the housing objective, but this seems very weak, considering the whole document is about housing development. Is there no input into where development should take place?
- Good objective for my children
- I have no issue with the housing objective, providing the town's infrastructure is updated to cope & the traffic issues are dealt with, rather than ignored.
- Build loads of \*\*\*\*ing council housing all over the place. Sod private ownership.
- A further policy should be raised concerning encouraging purpose built apartments not just housing, for renting suitable for both old and young persons.
- I suspect that it will not be long before it is realised that Yatton is already overpopulated in terms of availability for schools, doctors, and traffic!
- Naturally one would like to see development on brownfield sites, but the developers are not prepared to pay to clear and then develop these sites. Until the government steps in with a plan to assist builders with the extra cost of developing these sites, then they will continue to build on the easier and cheaper greenfield sites.
- This should apply to extension and alteration request as well as new build
- We have enough houses - I object to the plans for building over 600 houses
- I consider that a bypass should be so important that a relatively small impact on Biddle Street SSI should NOT be used as an argument against it. However construction of a bypass should not lead to development in this low lying area.
- A clear infrastructure of schools, doctors surgery egg need to be included in any further development plans. I don't believe those areas are being considered seriously when planning permission is being granted. The village cannot sustain mass development without these things in place.
- Social housing tenants should have strict rules built into their tenancy agreements re antisocial behaviour and consideration for their neighbours and housing associations should have the powers to move tenants on who do not/cannot behave reasonably. We live next to social tenants who are neighbours from hell. I wouldn't recommend it to anyone, and it devalues our house however nicely we do our house up inside we are still stuck next to social housing and foul people who don't care about anyone else and don't look after their garden (or probably their property) and shout and swear in their garden and are intrusive and harass us. The housing association are very slow and seem to have limited powers to control this awful behaviour which stresses us out and is not acceptable.
- Any future developments, particularly on brown -field sites should be affordable housing both to buy and to rent.
- Build more council homes.



- I am more concerned with the number rather than the type of housing both built and proposed. 100 has already increased to 700. What's next? The increased number adds further weight to the need for a by-pass. You say "a by-pass around the village would only be possible with funding from new housing developments"; why? No by-pass conflicts with the desire to make "the clearly defined central part of the village" span from Cherry Grove to Well Lane.
- We should not build any new houses in Yatton unless a proportionate amount of jobs are created in the local area. I would suggest that for each home built there needs to be a job created within 10 miles.
- At the mercy of a "determined" Local Authority.
- Important to have mix of housing types to enable a diverse community
- I agree with the objective but I don't think we have any say in the matter of what housing will be provided.
- Affordable appears to mean something different to planners with current new batch at NorthEnd being too expensive.
- But numbers of new houses being built in Yatton need to be stated and limited to avoid destroying the nature of the village and overwhelming the facilities available locally.
- mixed stock must be developed in harmony and not create social 'ghettos'
- Flats needed
- As long as the local infrastructure can sustain it, i.e. schools, doctors, transport, etc
- I think it's a complete cop-out not to address the number of new houses now being proposed within this draft Plan. The potentially beneficial impact of most of the policies within the Plan will be fundamentally undermined if 700 new houses are built.
- We want to buy in Yatton and can't afford to.
- Housing in Yatton is affordable relative to other places nearby and does not need provision for more affordable housing.
- Our children are all under the age of 7 and already we are very aware and concerned that they will never be able to afford to live in the village
- Yatton can support no more housing as there is not the road structure or other infrastructure such as schools and shops to maintain further development.
- the true concept of affordable homes is foreign to many including planners and developers!
- There should be another objective that states that the addition of new housing stock should only occur with a suitable and sustainable level of supporting infrastructure e.g. Updating the sewage pipes.
- The overall supply will need to be increased and pressure is such that the two modest sites identified will not be sufficient to satisfy need.
- It will never happen
- Affordable needs defining !
- I don't understand the issue with more housing, it has to be built somewhere and it is integral for ensuring new and most probably young people are able to move into Yatton. This will be the future success or failure of the village.
- We need more bungalows, so older residents can downsize, this would free up housing. The population is growing significantly older, the new developments do not reflect this fact, building more family homes!
- They have to be built in the right place and using brownfield sites is far more acceptable than building on and therefore losing the green spaces around the village. I'm already sad that the rugby club are having to move.
- I do agree but more houses equal more traffic. With more than one car per household nowadays.



- I agree only to brown field site being used for house building ONLY, thus saving our green fields
- I agree that a more mixed housing stock should be the way forward but developers are only interested in their own pockets and prefer not to build on brown field sites or low cost housing. I think that Yatton Parish Council should be working on this as a top priority as suggested at the beginning of this questionnaire . A number of Parish Councillors are on the Neighbourhood Plan committee and could push this forward. Eg. The old Prince of Orange pub.
- Use of brown-field sites should be promoted but Yatton is already in danger of becoming an over populated commuter-town with limited facilities and too many residents for the local infrastructure (e.g. roads, doctors) to support. New developments need to be minimal and appropriate for the current facilities.
- Why is Yatton being asked to take such large scale housing development when other places, such as Long Ashton and Barrow Gurney, are not?
- Can the existing main sewer running along the High Street take any more housing development? Bristol Water say NO."
- Local objections to development are based on concerns about traffic, school places, access to doctor appointments - no more development before infrastructure is in place to appease these most reasonable concerns. 'Affordable homes' for young people hardly feature in recent building.
- In future time Yatton will be full of houses - and nothing much else! Its OK if the social side of Yatton keeps up with the housing development. People want something to occupy them evenings and weekends especially! Preferably locally! Especially if the weather is bad!
- Ensuring that local infrastructure keeps pace with growth and that parking does not become more of an issue.
- Brownfield sites should be used before green-belt.
- If we want to keep families coming to live in Yatton, moderately priced houses must be available. Also, some houses for existing residents to downsize in their own ""home area""."
- More affordable housing
- Ensure that any promises to provide amenities by builders are kept.
- We need more affordable housing to increase the number of young people living in the village. This will encourage businesses to expand or new business and shops to come to Yatton.
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- Brown field sites must be utilised.Yatton cannot keep expanding on the fringes and encroaching on the surrounding countryside.
- I agree that a more mixed housing stock should be the way forward but developers are only interested in their own pockets and prefer not to build on brown field sites or low cost housing. I think that Yatton Parish Council should be working on this as a top priority as suggested at the beginning of this questionnaire . A number of Parish Councillors are on the Neighbourhood Plan committee and could push this forward. Eg. The old Prince of Orange pub.
- Affordable housing for people in Yatton is required. Titan Ladders and train station are brownfield sites and should be used.

### **Comments and Suggestions on the Housing Policies**

- HP1 - Does the creation of the north Strategic Gap in effect give licence to, or imply approval of, further housing development up to that designated area?



- I feel shared ownership schemes are not really affordable, paying rent and a mortgage from my experience is very difficult with house prices as high as they are currently in the village, even 50% shared ownership on a property is still high in rent and mortgage costs. As these homes will be built by large developers I feel the only main benefactor is the developer. I would love to see a scheme that fits with the new Right to Build scheme introduced by the government, where a plot of land can be purchased by a local person who has lived in the village from a young age or birth, or a group of local people, no developers, at an affordable price per plot, not ridiculous land values that only large outside developers can pay, where a modest sustainable self build home/homes can be built by local people themselves.
- I think that as legal structures that Housing Associations are too big to have the interests of somewhere small like Yatton at heart. I would welcome a Yatton based housing initiative working in partnership with local businesses. Housing Associations are actually incorporated to make a profit, I think we should use the profit to benefit housing and residents in Yatton.
- Where is the mention of a strategic gap between Yatton and Congresbury? That is just as essential to a sense of community. The strategic gap at North End already is breached by the rugby club new training ground which is a kind of urbanisation with car parking etc. Mixed housing is important for a rounded community. I do not know what is meant by a brownfield site off the Batch unless you mean Titan Ladders site in Mendip Road? The site at the station would make an excellent site for a community facility, an entrance to the Strawberry Line and retention of car parking at the station. Car parking spaces should not be lost to development here.
- I'm concerned about what "mixed use" will mean for the land near the railway station, and would prefer it were used for houses, offices or retail and NOT industrial or warehouse use
- What about the old Avalon factory. Is that also not a brownfield site? It was my understanding that this is already earmarked for housing. If that's the case, then the developers currently sitting on it should be made to actually build the houses, which may reduce the pressure for additional houses elsewhere.
- Utter b\*\*\*\*\*s. It's all 'Bristol-super-mare'. Stop acting like you care. Why build a doctors surgery on the \*\*\*\*ing gap - twats.
- It would have been sensible to use brownfield sites (Titan Ladders) before the permission given to Bloor Homes.
- The derelict brownfield site near the railway station should be used for parking. It is not far to the group of shops (Clives, hairdressers, nursing home, ) and of course every effort should be made to encourage use of the railway system. It is unacceptable to charge high rail fares and compound the felony by adding additional charges for parking. The area could also be enlarged as a bus terminal."
- Have commented on 2 above. Policy 3 should be specifically for local residents and not open to all NS.
- More affordable housing would be good as house prices in Yatton are going up and it would be good to make sure more young people can afford to buy in Yatton, I have many friends who would have liked to live in Yatton but couldn't afford to. I am glad that more facilities will be built to facilitate the extra housing such as a new school and larger doctors surgery.
- In addition to the strategic gap to the North, the land around Chestnut Farm from the North End Roundabout at Arnolds Way to the crossroads of Moor Road, Kenn Pier, Ham Lane and Claverham Drive should be protected from development to retain a possible route for a new access road to M5 Junction 20.
- Please see previous comment
- No more houses in Yatton
- Cobblers. You know it will all end up nicky-nacky-noo Barrett Homes.
- Using the proposed brown field site should be a priority.



- I imagine these Policies apply to any new proposals to develop more land for housing in the future? I think Yatton has missed an opportunity to have any meaningful input to the current new housing being developed. Yatton has somewhat "missed the boat" hence the large numbers of houses being built together with those going through planning currently. It may be some time before these Policies can be enforced by which time all development may have ceased.
- The brownfield site off The Batch should be used for business purposes to replace the jobs lost when Titan Ladders closed
- We could be more ambitious - what about encouraging/enabling self-build? I'd like to restrict retirement-only developments, to keep a vibrant, multi-generational community
- Housing on both "brownfield sites" otherwise a "mis-mash" of uses will deter from the "enjoyment" of the latter if a mixed use is permitted.
- As a resident of Kingston Bridge I particularly support policy 1
- Good luck with achieving these policies.
- best use of brown sites should be encouraged and developments include amenities to shop and work, we must not end up joined with other villages and preserve the gap between existing settlements
- Excellent. And what about housing for troubled families/homeless/refugees?
- I do not support increasing rented housing stock as the would change the equilibrium of the village.
- Would prefer derelict land at railway station to be for housing only, agree brownfield site in (? Mendip Rd not The Batch) should be for housing.
- We agree with the strategic gap but it seems almost pointless as NSC will overrule it if they wish as is the case with the new surgery site on the strategic gap between Yatton and Congresbury
- Yatton can support no more housing as there is not the road structure or other infrastructure such as schools and shops to maintain further development.
- The only building to be considered should be on 'brown-field' sites only."
- More housing does impact the level of traffic and, therefore, it should be taken into consideration with the rest of the plan.
- The proposed 'gap' is characterised by scattered development, and is hardly pristine. Well planned development with amenities and improved highways would be preferential to developer led medium scale development, potentially through appeal that could arise from not allocating enough housing land.
- Policy 3 - it will never happen
- Yatton needs far more housing stock which young people can afford and some form of screening should be applied in order to prevent people buying to rent - housing associations may be the answer.
- I think the derelict land near the station should be used for business
- This is unrealistic, as rents etc are still beyond most young people in this area
- I particularly support Policy 3. Would be good if so-called affordable housing was not sold to those who want to buy to let.
- The derelict land by the railway station should be used for permit parking and double Yellow lines should be painted along Moor Lane etc.
- What about the gap between Yatton and Congresbury it seems with the doctors surgery going that way. We will start to lose that gap. We want to stay a village not a town.
- All new housing will require supporting infrastructure such as roads, schools, doctors, parking etc..
- What does 'mixed use' mean?



- small houses and flats would be a good idea as part of the mix of affordable homes - as part as social housing scheme and for private purchase"
- The brownfield site may be seriously contaminated e.g. asbestos which could affect adjacent properties during construction
- I agree that there should be a strategic gap between the villages. This is also important between Yatton and Congresbury therefore why can't the new proposed Medical Centre be built at the Batch or on the North Somerset owned land behind Mendip Road. The land at the Railway station should be used to provide further parking for commuters so alleviate pressure on local residential roads. Also the Strawberry Line Cafe wish to start a business hiring and repairing bikes and this would be an excellent opportunity to encourage a new small business .
- Why does affordable housing need to be housing association affiliated or rental only? Surely to encourage young people to stay in the area to live and work homes that they can invest in by buying free-hold at affordable prices should be provisioned.
- 3 seems reasonable in view of ever-increasing cost of mortgages, fewer opportunities for young people - the lifeblood of the village - to own their own homes.
- Policy 2: Depends on what is termed 'mixed use'? What exactly does the team have in mind?
- Derelict land by Railway Station? What is 'mixed' use
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- Good plan.
- I agree that there should be a strategic gap between the villages. This is also important between Yatton and Congresbury therefore why can't the new proposed Medical Centre be built at the Batch or on the North Somerset owned land behind Mendip Road. The land at the Railway station should be used to provide further parking for commuters so alleviate pressure on local residential roads. Also the Strawberry Line Cafe wish to start a business hiring and repairing bikes and this would be an excellent opportunity to encourage a new small business.
- Happy with the old "ladder" factory being converted to housing as it is in a residential area. Must ensure school and doctors are expanded before housing built. Will never get done if housing allowed first.
- Inconsiderate parking: Mendip Road on bends in both directions esp. beyond H.C. after crossroad with Chescombe. Have to go v. slowly, completely blind for incoming traffic. Grassmere Road!! Traffic wardens now i.c. parking etc. Has anybody seen one? Emphatic no to Persimmon housing off Kenn Moor Road. Thanks to all the people heading and helping with local organisations. Much appreciated.
- Yatton/Claverham/and surrounding villages have already attracted sufficient land to be developed for housing – both Persimmon and Taylor Woodrow schemes would contribute to the already saturated road infrastructure – instead of further overdevelopment at North End etc, North Somerset should seek imposed housing numbers to be focussed at Ashton Vale – infrastructure in place with the new South Bristol link road, proximity to employment in Bristol, possible rebirth of Barrow Gurney railway station etc all make turning Yatton into a copy of Milton Keynes et al fundamentally and totally absurd.

### **Comments and Suggestions on the Transport Objective**

- I can barely see the words 'public' and 'transport'. You seem to ignore the people who aren't fit enough to walk or cycle. Also it needs to be 'accessible'.
- It is vital that the High Street in particular is made safer for walking and cycling.
- Traffic is an issue but railway connection and connection to M5 are also vitally important to out local community, as well as good access to A370



- I strongly agree with this objective. The traffic is terrifying, especially during rush hours (and the school run). Pedestrians have been hit by wing mirrors because the pavements are too narrow. HGVs (and other traffic) pass within inches of the pavement, sometimes even driving up on the pavement, due to the narrowness of the road at some points, and it's a horrible accident waiting to happen. I would love to be able to walk my children to school every day, but as it stands, it is just not safe. Could railings be added to the edge of the pavement to discourage kerb mounting, and to discourage drivers from getting too close or parking on the pavement?
- B\*\*\*\*\*s. Too many words. Make Stowells pay for a by-pass. They own and operate the largest concrete fabrication works in the UK. On our \*\*\*\*ing doorsteps. They can afford it.
- Focus to be placed on width of pedestrian walkway as they are very narrow in places. Would also like to see traffic calming methods applied to main high street to reduce speed of large vehicles potentially making high street a 20mile an hour zone.
- Difficult to achieve! perhaps to encourage more people to walk would be a start! The number of mothers who use Stowey Road to park immediately outside the school because they are too lazy to walk from either the Church Car Park or even home is possibly a considerable contribution to the snarl ups in Stowey Road.
- The existing 7.5 tonne weight limit should be moved to protect Yatton High Street from Arnold's Way lorries. i.e. Arnold's Way should be outside the existing weight limit. Which means HGV traffic going to and from Arnold's Way could no longer travel via the High Street which will "Make travel along Yatton High Street safer for all users" simply, quickly and for minimal cost (moving a sign!)
- Yatton is poorly served by a bus service. We had the W1 which was regular and convenient for getting to and from Weston and Bristol from ALL ends of the village but this service was withdrawn. YATTON MUST HAVE A GOOD BUS SERVICE IN PLACE for all residents. People are being forced back into their cars which is surely not a good environmental move.
- too vague, needs specific policies
- Walking and cycling along the High Street is an unpleasant experience and will only get worse if changes are not made
- I do not believe that sequential passage of traffic in a single carriageway is a viable option . This will cause unbelievable congestion and increase pollution with fumes from queuing traffic.
- More crossings and safe places to move through the village need to be put in place. I currently don't feel this is being addressed considering the village has a growing population of young families and teenagers
- More bus services from the middle of Yatton to Bristol.
- A mighty objective but could be unrealistic
- Get Stowells to build a by-pass. Put sleeping policemen all down Stowey Road. Put real police people on the beat so kids don't get assaulted at hangstones. Get the silly-arsed speed watch patrol out between 7 & 9 am. Being out at 10am is a complete \*\*\*\*ing waste of time.
- Remember not everyone drives or cycles, remember the disabled
- Yet another good argument for a by-pass. Why would one "have a negative impact on traffic volumes in Yatton north of the railway line and in Congresbury"? The statements on P29 regarding "Non-stopping through traffic..." "reclaiming the High Street..." and on P30 "A walking audit..." add further weight to the by-pass argument. Also on P30 the "Making travel along the High Street..." statement implies that money would be pointlessly spent and much inconvenience caused trying to solve the unsolvable.
- Yes, BUT not if it entails turning the Precinct area and its immediate environs a traffic-free zone.





- Traffic is our biggest problem - why have we got only one objective for transport and loads for parks and footpaths? This objective should be about encouraging better, more affordable and more frequent public transport, especially at night. There are no night buses or trains from the city. Don't duck the issue of a bypass, we should have an objective to properly test the options. As long as we have so many cars, we have to address parking.
- Maintenance of a bus route is essential to avoid the village becoming isolated.
- Correct but challenging to achieve
- Bus routes need subsidy to give sensible routing not Bristol via Clevedon !!
- Transport companies and authorities should work together to ensure public transport accessible and at appropriate times for ALL community users with connections throughout to Weston, Bristol and Clevedon & Claverham
- Good luck...
- Some peak time trains are full and standing in the morning arriving from Weston super mare. Again in the afternoon from temple meads to yatton.
- See above. And what about a cycleway next to the railway to go to Worle/ Weston? So frustrating that you can see all the way to weston along the railway track but have to drive through congresbury and add to congestion!!
- The journey on foot or bicycle from the station area to Well Lane is so hazardous I have been put off tackling it any more EXCEPT BY CAR. It is rendered highly dangerous by the "lemming run" section created by parked cars on one side of the street from Grassmere Road to The Ridge. I challenge anyone to tackle this by bicycle and feel safe. WE MUST BAN PARKING, CREATE A ONE WAY SYSTEM USING PARALLEL ROADS, OR HAVE A BY PASS. WE DO NOT NEED MORE RETRICTION ON VEHICULAR PASSING TRAFFIC BY STEALING MIRE SPACE FOR THE ALLOCATION CYCLE LANES!!
- Don't think this is the answer to increase local business footfall. Also it would force traffic on to Stowey & Mendip Rd.
- The zebra crossing's are lethal, especially the one by the school. However it is cars who are less likely to stop than HGVS and we have had plenty of near misses. The width of the pavement on parts of the High Street is so narrow it is frightening to go on with children
- Enforce the speed limit would be good start . Stop people riding bikes on foot path - they are not cycle paths they are for safety of pedestrians>
- An absolute must!
- Sign post back routea around the business centre so people don't feel like they have to walk along the road. Restrict parking on the main road along the business centre to aid traffic congestion. Cycle paths.
- Bus services should be improved into yatton and surrounding villages
- Create a sustainable travel plan for Yatton - encourage the health benefits of walking and cycling over using a car. Promote the benefits of public transport over car use, as a means to a low carbon area. Encourage the Primary School to take part in transport initiatives to encourage children and parents to walk/cycle/scooter to school.
- Nothing more to add!
- Build a BY-PASS.
- Although Transport Objective TO 1 states that it is an objective to make journeys to and from Yatton more sustainable there is no corresponding Policy.
- Walking with a young child holding your had on narrow pavements, makes one very vulnerable to being hit by passing vehicles, they often clip any bag one carries, large lorises should not come through the village, it is just dangerous. Extending Stowells just mean more Lorraine's more dust and noise.
- I think this objective vastly over simplifies the issues and the evidence for the statement is lacking. I would highlight the conditions of roads as well as an argument against cycle usage.



- The objective is not specific enough and could be interpreted in a number of ways that would result in no progress
- The objective is too vague
- There is a considerable risk for pedestrians when using Yatton High Street to access community facilities. I am especially concerned for families with young children and people with disabilities.
- Unless there is a large cultural shift or huge hike in fuel prices, people are not wholly going to stop using their cars for journeys to, from and within the village. Current congestion levels are already high and due to the pinch-points many of the residential side streets are being used as rat-runs and short cuts by speeding motorists and often large vehicles and HGVs.
- Another Objective must be to greatly reduce the number of vehicles just passing through Yatton to elsewhere.
- Yatton is being 'crippled' by transient traffic far more than any other settlement in N Somerset
- Many of my friends and neighbours refuse to walk up the High Street as it is so intimidating/dangerous, especially for youngsters and the elderly. Therefore, they use their cars just adding to congestion!"
- Bus services very poor compared with other localities.
- No bus at all to Pudding Pie Lane - part of Yatton Medical Health provision - although patients are increasingly pushed to use this venue for doctors' appointments, clinics etc."
- How about residents who have no transport? Walking is the only option especially for elderly people or those who have to use wheelchairs for example.
- BUS SERVICE? No comment!"
- Raised kerbs so lorry and cars cannot mount pathment dangerous
- The 'School Run' time should be made safer by a 'ban' on large lorries coming through between 8.30am and 9.15 and 3pm to 4pm. They drive so close to the pavement, they brush pedestrians.
- Pavements near 'Heritage' are dangerously narrow. A crossing near the carpet shop would be helpful to pedestrians.
- Get buses running through the village - to help shops and shopping."
- We need more buses going through the whole of Yatton
- Something has to be done about the HGV lorries going to and coming away from Stowells. Many just ignore the weight restrictions knowing they are very unlikely to be prosecuted. Over to you Avon and Somerset Police!!
- I think this objective misses the mark because of M5 traffic rerouted through Yatton. Having more restrictions on local traffic will result in much more, and dangerous, congestion. When will the bypass be built along Arnolds Way?
- Object to the levels of air and noise pollution. I see no mention of the increased noise from aircraft going in and out of the Airport.
- Support a proper bus route through Yatton and not leave its ill residents stranded.
- By Pass is still best - do not give up hope for this!
- Lorries need to be stopped from cutting down Claverham Road and Stowey Road.
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- Imperative to address the traffic issue first.
- There is a considerable risk for pedestrians when using Yatton High Street to access community facilities. I am especially concerned for families with young children and people with disabilities.
- Bus services for Yatton residents from Bristol at night is needed. W1 was an excellent service and a shame it was stopped.



- An issue of significant importance is the poor bus service to and through Yatton. Although it is difficult to see how this issue could be incorporated into the town plan an improved service would support economic, social and environmental objectives.
- My husband and I have concerns re the amount of traffic, the lack of planning for the infrastructure and road safety. Also, we are concerned re the opening of a cycle/footpath to the Strawberry Line. We live in the Wood Kilns and our property backs onto the track opposite Bob Martins. If this goes ahead it would mean the loss of wild life which inhabits the stretch of land and the trees which provide cover for wild life. Also, it provides a screen for us from Bob Martins building and protects us from the noise and the lorries some of them very heavy goods lorries that pass between Bob Martins and our back garden which is wide but very narrow. We hope you will consider this as we are only one of five houses along this stretch that will be affected by this plan.
- I think some sort of public car park near the High Street would cut down a lot of traffic problems. I love the idea of a creating a “village centre”, I’m just not sure how this will be achieved due to the spacing out of shops etc. ??Traffic lights around the parked cars that are always there by the flats on the High Street near Linden House. That might reduce people speeding through so they don’t have to wait.

#### **Comments and Suggestions on the Transport Policies**

- Could TP1 include sub-points (as TP2 and TP3) with more specific policies, such as the path widening previously described in the document? As it stands, TP1 seems more like an objective than a policy?
- You have completely ignored the disabled people of Yatton who are unable to walk or cycle - some of whom use mobility scooters, others buses, others their cars. I think you could do better.
- 20mph limit would help people feel safer. I would like to see chicanes or other traffic slowing measures in the High Street, or raised blocks of paving like in Nailsea High Street. If on street parking is to be used for traffic calming it should be in conjunction with marked bays and other areas where parking is not allowed.
- Wider pavements and dedicated cycle routes when development proposals allow
- improve access to safe cycle parking and people will cycle more.
- It is the through-traffic that causes a problem. Any measures that can be put in place to encourage alternative routes, would be beneficial. I understand that the cost of the bypass renders it currently out of reach, but can we not encourage use of the motorway instead? It is effectively a village bypass. Imposing a HGV weight limit (unless the business is directly linked or trading with Yatton) could encourage traffic to use the motorway instead. A one way system would have the disadvantages of increased traffic on Mendip or Stowey road, but careful traffic calming measures on the highstreet, including a permanently reduced speed limit to 20mph (if Bristol can do it, why can't we?), speed bumps around the school/library area, single file sections, could improve safety and discourage through traffic if an alternative route is available (if we keep making it easy for people to use our highstreet as a rat-run, they will keep on using it!)
- Yatton high street is a \*\*\*\*ing nightmare. Make Stowells pay for a by-pass. They can afford it.
- Difficult to make safer for everyone. The High Street cannot be widened but some traffic calming measures could be installed. Suggest a slow sign to 25 mph through the village.
- TP.3 b You should encourage parking on the high street which will discourage through traffic. You should make the 7.5 tonne weight limit effective (see previous note). You should widen the pavements (especially near the library) and perhaps make the high street single file where necessary (perhaps 'traffic light controlled'?).



- In an ideal world these policies would be perfect, but it comes down to a by pass being built and we are well aware that no one is prepared to finance that. When NSC had the opportunity to go ahead with one several years ago, they turned it down, saying it was not necessary. We now have a much larger roundabout at Arnold's Way, which is not ideal, but no one seems to have insisted on improving the pavements passed the Blore site towards North End. There seems to be no joined up thinking when it comes to planning in NS.
- Any work that restricts the flow of traffic along the high street will have knock on effects to Stowey Rd & Mendip Rd. These effects will have to be considered at the same time.
- I am wary of the transport policies as I do not believe that this will necessary help transport in Yatton. More crossing points across the high street would be good, one around Clives is really needed but otherwise the high street seems very safe. I regularly walk around Yatton and apart from crossing to get to Clives and the cork and fork I believe there is no issues with safety. If anything any safety issues ARE caused by parking on the high street. I know you have mentioned traffic calming would be done as to not affect pedestrians and cyclists but I would not want to be a cyclist having to go down the high street with more on street parking- I think this is more dangerous, would create more pollution by causing more congestion. Also it's harder to cross the road with on street parking. I really dislike the idea of on street parking, please do not do this. Create more crossing points across the high street.
- 2c - There IS NO PUBLIC TRANSPORT
- 1 - must be all streets not just High Street or traffic could be rerouted through other streets just to make the High Street safer
- The High Street is effectively single lane for road traffic at the moment, due to parked cars, so it would make sense to formalise this. Vehicles should also be prevented from parking in bus stops and on pavements.
- The main issue with the High St is HGV's why can we not have a 7.5t limit (and ENFORCE IT!) through the village, lorries going to Stowels Concrete should only be allowed access from Clevedon and be required to go round the motorway instead of cutting through the village, the only business that actually needs access over 7.5t is Co-op
- On street parking should be limited to areas where visibility is good , and vehicles are unlikely to park half on the pavement. Wider pavements such as that outside the bookmakers/cycle shop seem to tempt drivers to park on them.
- 3a and 3b sound contradictory to me as a cycle user myself I have to cycle out into the road to get around a parked car, potentially into the path of oncoming traffic. Cycle lanes with no parking allowed on them are safer.
- Need reduced speed limits: 30mph from the Bridge Inn through to Arnold's Way and then 20mph through to the Claverham Road junction. Then 30mph down to the Congresbury traffic lights.
- Get Stowells to build a by-pass. Sleeping policemen all down Stowey Road. Do speed watch between 7 & 9 am.
- 3a. policies that encourage traffic to remain stationery with engines running cause the highest level of air pollution. I would prefer an enforced 20mph limit for the whole village. Cars use Mendip road (where we live) as a rat-run to avoid the on-street parking traffic calming measure in the high street and drive at dangerous speeds past our children playing outside our house or crossing the road on Mendip road. The on-street parking as a calming measure also causes disputes between drivers and hold ups when those not used to driving through the village do not realise that they actually need to stop and wait here. They see mounting the pavement next to children on scooters as an acceptable solution. I would favour a more official measure with clear indications around rights of way.
- TP 3 a. This is a series of accidents waiting to happen. TP3 b. How when there is little or no pavement in some places?



- 2b - not if this means extensive traffic-free areas. Yatton can not support large pedestrian areas given the volume of traffic through the village. Do these policies give support to the bypass from Arnold's Way. M5 closures cause gridlock in Yatton and if there are pedestrian-only zones in Yatton High Street area traffic will divert down Mendip And Stowey Roads with chaos as a result. Train users use Barberry Farm Road/Stowey Road as free parking and there is a school in Stowey Road as well. There are many cars parked in the roads so any diversions down Stowey and Mendip Roads will cause all traffic (both through and local) to stop. Emergency vehicles will not be able to operate effectively.
- 3a and 3b. There is some degree of contradiction between these two sub- Policies. Traffic calming measures versus not obstructing public and service vehicles."
- While we need better wider pavements to improve pedestrian safety we need to be aware that a significant minority of drivers see a wide pavement as a place to park. We need more enforcement of traffic regulations both now and in the future
- 2 and 3 aren't ambitious enough and are too focused on travel within the village. You have acknowledged that most people of working age - and most young people over 11 - leave Yatton for most of the day. So access to and from Yatton to other places, especially Bristol, must be a priority. It is our closeness to Bristol and our good schools that give Yatton value - so those should be enhanced. It is the scruffy high street and big lorries thundering through that make it unattractive, so those are the things to focus on. Don't let Highways people dictate to use - our plan should be able to describe what we want and need.
- See comment earlier - essential to be bold in concept and not just fiddle around the edges. Less emphasis on cycling as it does, and will not form any large part of communication, only recreation. it would be a sad day to achieve only a few additional cycle stands in the precinct after all the effort in compiling the review and policies.
- All roads in this village should have a speed limit of 20mph
- On-street parking causes problems so care should be taken not to exacerbate other issues if this is increased. Following the introduction of parking charges at the railway station, an increase in on-street parking in the surrounding area has been a problem. Parking in the High Street, while slowing traffic, causes significant congestion at peak times.
- Road design to discourage heavy goods vehicles, particularly through traffic
- Please see my previous comment to include Environment objective 2 in this section where it would be more relevant.
- Whether you like it or not, the B3133 is a major route from Clevedon to Congresbury, and is also used by residents of Yatton to access the shops in the precinct. Not everyone can walk or cycle, particularly if shopping, collecting prescriptions, taking pets to the vet, and it is stupid to assume no-one will drive. Individual cyclists may be okay, but not large groups of them clogging up the road and pavements. If you stop cars using the main road, they will use Mendip Road or Stowey Road instead, which are residential roads not main roads.
- Pedestrianisation does not work there needs to be investigation into the Dutch method of traffic calming which is NO traffic Calming, no pavements no distinction between road and paths. And it works... safely.
- Whilst I agree with all these principles, there are inherent problems associated with their implementation. Widening pathways on the High Street will produce a narrow, possibly single track, road through the village. It is already difficult for cars travelling through the village to avoid lorries travelling towards them. Motorists will avoid the High Street and use Mendip and Stowey Roads in the hope of speeding up their journey. This would result in increased danger for residents, especially children, on Mendip and Stowey Roads and create havoc on Stowey Road during school drop-off and collection times. The only way I can see these measures designed to make the High Street safer working without merely transferring the problem to



other areas is to bite the bullet and build a by-pass. In this day and age, it should be possible to build a by-pass that has minimal effect on our areas designated SSSIs (e.g a raised by-pass).

- Care must be taken to ensure that service vehicles (recycling etc) and Emergency vehicles can access developments - pedestrianisation and calming measures should not impede these users,
- The current on street parking on the high street between Barberry road and cherry grove causes a bottle neck and tail backs. Causes people to use the residential roads as rat runs
- On street parking doesn't calm traffic. On the contrary it causes anger, aggressive driving and additional danger to pedestrians and other road users. It is only a matter of time until there is a serious accident or fatality arising directly from in street parking. To suggest it as a deliberate planning objective is mind bogglingly irresponsible.
- Send the lorries via M5!!!!!!
- 3a. NO, NO NO NO,NO,NO. Have we learned nothing from the bun fight that is Yatton high street at peak time, caused entirely by this idiotic idea of using parked vehicles as "traffic calming" measures. I have seen more near accidents and road rage incidents here than anywhere on all my extensive travels. A LINE OF TEN OR MORE PARKED CARS IS NOT A TRAFFIC CALMING MEASURE. IT IS A RECIPE FOR QUEUES, FRUSTRATION AND DANGER TO ALL!!
- It may be good to consider how to integrate the needs of those with physical, cognitive and sensory impairments to enable residents to continue their daily routines safely. Consideration could be made to becoming a 'dementia friendly village' as funding is available to support this.
- Any traffic calming measures should also include roads other than the High Street. Wemberham Lane, for example, is treated like a race track by many drivers, despite it being a residential road. And Mendip Road and Stowey Road are both abused -drivers fail to allow for the residential status, and drive far too fast. All the roads in the village should have a 20mph speed limit in my opinion.
- It would be much safer if there were double yellow lines outside the chip shop as when people park there it makes the zebra crossing even more treacherous to use
- Care must be taken when considering parking and traffic calming measures. At this time parking along all three main routes reduce speeding. If parking restrictions are put in place traffic calming must be included to mitigate against speeding that would actually be far more dangerous than the current parking issues. Any 'traffic calming' measures considered should be installed on all three main roads Mendip Rd, Stowey Rd & High Street as to address one road only will push 'fast traffic' to use the other roads as a quick cut through. This is already happening on Stowey rd in the evenings with some cars travelling easily 2 times in excess of the current speed limit.
- We must accept that cars will be used, and pedestrians and cyclists are part of transport not the priority. Parking is needed but unfortunately various decisions do not help this, railway parking charges and the so called statutory minimum requirement for parking spaces in new developments. Street parking should exist.
- Traffic is the big downside of living in Yatton, the High Street is awful and especially not good when doing the school run.
- I disagree that the bypass investigation is outside of the plan's remit. It is a natural solution to a major issue in that there are too many cars and, more significantly, lorries, going through the village centre.
- Good luck with that...
- On street parking certainly slows traffic down but I don't think it calms the drivers of through traffic. HGV's should be banned during school times.
- Pavements have become increasingly narrow - verges often encroaching on paved areas as they are not maintained



- All valid points
- Seems to me that 3a and 3b are in conflict - on the one hand on-street parking is being proposed and on the other discouraged. I would like to see heavy goods vehicles banned at school times - parents and children would feel much safer and more likely to walk/cycle/scoot to and from school. I wish that parking charges at Yatton Station could be banned as I think many people resent the charges and now park on side roads (Grasmere Road/Kenn Moor Road/Barberry Farm Road etc) - resulting in all day congestion on these roads - a hazard for other drivers and cyclists.
- I found the 'pavement width' section very interesting. That seems to be the key factor in feeling safe on the High Street - the pavements are very narrow and traffic is very close. The safest place I feel walking along the High Street is just outside the Co-Op car park along the wall because the pavement widens significantly and the traffic doesn't feel too close. HGV movement also surprised me in that such a high percentage originates or terminates in the village. That is fine if they are then not using the High Street to access these places. If they need to be at North End they need to access the village via Clevedon, and if they need to be at Top Scaur they access the village from the A370. Could the middle section of the High Street be remodeled to allow passage of emergency vehicles but make it difficult for HGVs to get through so they have to access the village from the right direction of where they need to be?
- Build a BY-PASS
- I think it is important to recognise that the bus connections to both Bristol and Weston super Mare during daytime and night-time are vital to Yatton in order to
- 1 reach employment opportunities; especially so that the younger generation regard the village as a viable place to live.
- 2 connect to the region's main entertainment centres to extend the limited options available in the village.
- [NB Currently it is not possible to return to the village much later than 8pm from either place.]"
- Something must be done to reduce the lorries thundering through the village, it is not safe to walk along the High Street, you get dust and grit which you breathe in and in your eyes, not a pleasant experience.
- Policy 2c - the mention of public transport to access local facilities is nonsense as the provision of the transport has an outside controlling interest.
- Policy 3 - these measures already happen or would not be possible within the confines of the existing street scape i.e, physical available width of road. "
- Has the Parish Council had any talks with Stowells regarding its lorries? If it has was there an outcome?
- A zebra crossing by Clives would be great.
- The cycle path going through North End looks really good."
- Policy 2 There is no provision for disability parking mentioned.
- Policy 3a without a fully integrated traffic flow policy this approach could cause major issues at key times throughout the day e.g. Commuting times, school run and when school buses return to the village"
- "The safety of pedestrians and cyclists will be improved not only by TP1 and TP2, but also by making the passage of motor traffic easier. It is a disappointing mistake to ignore the need for a bypass at North End; in particular it would reduce the need for HGVs from Stowells to pass through Yatton.
- The use of on-street parking as a traffic calming measure can only work for limited lengths of the High Street. The parking by The Ridge already leads to road rage incidents with vehicles mounting the pavement in frustration, and the recent demise of the Prince of Orange and on-



road parking opposite is causing dangerous congestion especially as it occurs immediately after a bend.

- Cycle riding may be overstated since it is unlikely that cycling for business and light shopping would increase from the north end development. Recreational cyclists are generally from outside the area and can be a hazard to pedestrians at weekends. Stationary traffic can result in increased pollution.
- I do not support the use of on road parking as a traffic calming measure. It rather misses the point.
- 1. There are old terraced houses along the High Street that have no parking of their own and this needs to be addressed.
- When the M5 motorway is closed at Clevedon and at peak times, there is a continuous stream of traffic through the village, which has right of way past the parked cars opposite The Avenue. Some drivers are very inconsiderate causing gridlock through the village and a high risk of pollution. There needs to be another system of controlling the speed of traffic."
- These are not the most important policies. Much better to lobby for better train services, i'e more carriages on commuter trains, more stopping trains to and from London and later trains at night from Bristol. Also all night busses from Bristol. A cycling route to Bristol. Ban car parking on the left hand side of the road towards Clevedon between the Ridge and Grassmere Rd as this produces a bottleneck
- Existing on-street parking near Grassmere Road and more recently outside the former Prince of Orange Pub just adds to the congestion, pollution and risk to other road and pavement users. So any traffic calming measures need to regulate the flow and speed of traffic but not block the traffic altogether in either direction. Slowing the high-street traffic flow could just push the congestion problem onto the previously mentioned residential side streets. Also, complete diversion of through traffic would surely have a negative impact on many of the retail businesses who must rely on a percentage of this through traffic. Final point here is that the current size, speed and frequency of HGVs and other large vehicles driving through the village, in particular the narrower sections of road is unsafe and makes walking into the centre a very risky task. Pavement widths in many areas do not account for a close passing HGV with a two foot wide wing mirror overhanging the pavement and the vehicle's tyres bumping the kerb. Such large HGVs should be prevented from passing through the high-street and if access is required, e.g. for Co-op deliveries, Stowell's vehicles, Smart Systems etc, this needs to be via a single designated route in and out for example from the Clevedon direction only.
- Definitely do not agree with 3a
- 2c: poor local access to neighbouring villages, clinics.
- 3a?!: Explain. Local roads already suffer from non-resident parking i.e. Heritage in Well Lane. BR Station: Moor Lane, N. End."
- But how? Where?
- Street parking should be looked at, on all roads not just the High Street. Look at illegal parking on pavements on corners and over dropped kerbs
- Quite clearly the village needs a by-pass. Meanwhile discourage heavy lorries by putting in obstacles that allow buses etc. but not HGVs. Prosecute and publicise the results to HGV using companies who flout the restrictions.
- The emphasis on a traffic management scheme for Yatton High Street favouring pedestrians and cyclists is admirable but unworkable. The High Street is the main road through the village. Cyclists and pedestrians can access other quieter routes around Yatton. In many ways the village is already well served e.g. Strawberry Line. Those people wishing to cycle or walk will do so even though the High Street is a less than attractive and safe route to the shops, etc.





- Until traffic which wants to use the M5 or which wants to get to the A370 is catered for then all measures here will hinder throughput of high volume traffic. Fix the main problems first before embarking on traffic calming/slowing measures.
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- Introducing a weight limit on goods vehicles through the village would help enormously.
- These transport policies should be top priority for this village. The High street is an incredibly unsafe place to be. Traffic calming measures need to be put in place ASAP before a fatality occurs. as a first measure I don't understand why a policy cannot be enforced to stop the local concrete businesses from travelling along the high street between 8.30 and 9am and 3.15-4pm? With one in five vehicles being HGV's (and a much higher percentage first thing in the morning) they are the biggest threat to our children safety going to and from school.
- TP2 - This implies that public parking will located so as to discourage car use. Whilst I'm in favour of promoting walking and cycling, the reality is that many people will need to use a car for supermarket shopping, as it will not be possible to transport a week's grocery shopping on foot or by bike. If it becomes difficult to use a car to visit the Co-op, residents (particularly those at the North end of the village) may be more tempted to visit the supermarkets in Clevedon, where parking is easily available. I understand the rationale behind the proposal to consider sections of single carriageway on the High Street. It may, however, increase congestion and journey times for those car journeys for which walking/cycling is not feasible. This could then result in cars using Stowey Road and Mendip Road as "rat-runs" (which is what I would do when I wasn't walking through the village), thereby increasing traffic on what are primarily residential roads. I think the proposal to adopt single carriageway on the High Street needs further consideration.
- I do not support the use of on road parking as a traffic calming measure. It rather misses the point.
- 1. There are old terraced houses along the High Street that have no parking of their own and this needs to be addressed.
- When the M5 motorway is closed at Clevedon and at peak times, there is a continuous stream of traffic through the village, which has right of way past the parked cars opposite The Avenue. Some drivers are very inconsiderate causing gridlock through the village and a high risk of pollution. There needs to be another system of controlling the speed of traffic."
- All seems reasonable. Given size of Yatton is limited by nature designations and flood zones, may be best to work with developers to reach "capacity" using CIL/S38 etc to invest in townscape and highways. A bypass is unrealistic. Removing white lines, give ways etc and making the High Street 20mph may reduce traffic speeds and help people to cross. Clear signs on the entrances that motorists should expect cycles, peds, older people etc. Onstreet parking is a type of traffic calming. Resist pressure to remove it.
- Inconsiderate parking: Mendip Road on bends in both directions esp. beyond H.C. after crossroad with Chescombe. Have to go v. slowly, completely blind for incoming traffic. Grassmere Road!! Traffic wardens now i.c. parking etc. Has anybody seen one? Emphatic no to Persimmon housing off Kenn Moor Road. They're not even good builders. Thanks to all the people heading and helping with local organisations. Much appreciated.
- [Cars parked on the north side of Chescombe Road near the junction with the High Street block the road.] Please paint the white lines. [Cars parked on the north side of Church Road, in the vicinity of The Causeway, prevent the green waste lorry from getting through.] Please paint yellow lines.

#### **Other Comments**

- Excellent. Nothing I disagreed with at all, and much I wholeheartedly support.



- The plan is good but how much will be achieved and will there be any time scales published in the final plan?
- It makes me feel nostalgic for Maurice Blunsden.
- I liked being able to move backwards and forwards through the questionnaire as I made my answers. Thanks to those who have come up with this draft. I think there is still quite a lot of work to be done to make sure the proposals are achievable and not just pie-in-the-sky
- Very good and thanks for all your efforts - here's the future of our lovely village
- Could we not also see some discussion/planning around the need for further infrastructure? School places, GP surgery places etc?
- Too many words. Cobblers. You know it's all about \*\*\*\*ing money in the end. Spare us the democratic bull\*\*\*\*.
- Could be written in plainer English, as it is highly contextualised to local planning language and terms not used by everyday persons.
- I feel that the plan is sensible but it is unfortunate that the local residents do not have the final say on how our lovely village is managed. All this additional housing is going to cause problems because of the inability to keep pace with the requirements of the influx of residents as already stated.
- Many Yatton residents rely upon their internet for business, education and recreation. Parts of Yatton have been upgraded to 'broadband fibre' speed with local authority co-funding BT openreach costs. However some areas have been ignored because they have 'Long-EO' (exchange only) telephone lines (Moorside and half of Bramblewood cannot get Broadband Fiber). This dual standard being created in Yatton of this important public service for no good reason except the historical cabling from the BT exchange should be addressed in the 'Yatton Neighbourhood Development Plan'. I suggest?
- I am very supportive of the plan.
- Good so far, just please reconsider on street parking. Terrible idea.
- I live in Stowey Road and own the fields immediately behind my house. The new access path would inhibit my management of the fields as productive hay meadows and greatly reduce the value of my property. I am horrified by this plan, it's a far greater threat than all of the proposed housing developments. Complete disaster. I hope it's rejected.
- Your mention your desire for a low carbon future and reduction of pollution I believe this is unachievable unless there is a drastic reduction in lorry movements
- Should the plan consider proposals for the use of the money raised from the 700 new houses already being built ?
- Can suggestions be made in the plan regarding parking at Yatton Railway Station? As parking charges increase more and more cars are being parked all day in the surrounding streets."
- Without a clear plan on developing the infrastructure in the village, as a resident I don't feel any further housing should be considered. Safer routes to get around the village are a 'must'. We should feel we can't walk down the high street for fear of being knocked down by a hgv or other vehicle.
- I like the idea of more footpaths linking up to the Strawberry line. For years I've been walking past the roads looking over the fields but who have no access to the fields thinking that didn't seem right! Really good idea.
- There is no mention of the future of education in the village. It has fairly good provision for pre-schooling but with increased housing, there could be a need for another primary school or an expansion of the present facilities.
- It would be helpful if a small part of the school lands backing onto Stowey Road could be used to allow parents to pull in and drop children away from through traffic. Maybe vehicular access to the school off the High Street could be restricted to staff etc.



- Can a solution be found to the school bus pick-up for Backwell school. Could this be made from, say, Mendip Road near the Rock Road Sports Ground to help with the major congestion caused by the mixing of parked coaches and HGV's at peak school times."
- Please push for bypass
- You know its all Bristol-super-mare really. So why pretend you care? It is already a muddled semi-rurban area. Its all about spondoolicks in the end. Too many words by beige old \*\*\*\*ers.
- Easy access for the elderly and disabled must be included in the plans from the outset.
- In my opinion it needs major revision with more considered input from residents. If need be have open-days and invite people in using the electoral roll to obtain names and addresses of people who might want some input.
- Further comment on transport. We need more trains to and from Bristol to have more than 2 carriages, we also need a free station carpark. Then more people would commute by train reducing congestion.
- It reads as though it has been written by people with a passion for wildlife conservation. It needs much more content that will impact on most people's lives - like connectivity with the city, quality of education, a smarter and less congested high street, and please get the energy companies to bury the overheads wires, so our streets look less scruffy. Finally, given we are all becoming 'digital by default' where is the strategy to get us a decent mobile signal and high speed broadband. I'd happily live without footpaths but my household will grind to a halt if we don't improve our internet access!
- Must prioritise the main issues for the future success of the village and its attractiveness to business and residents. A few additional trees and footways will not "cut it" if shoppers are constantly in peril from moving vehicles whilst about their daily routines.
- Strongly support the proposed strategic gap which incorporates Kingston Bridge. Need to extend 30mph limit to north of Kingston Bridge and take all measures to discourage through traffic particularly HGVs. I support proposed cycle track to Clevedon but we still need to calm and reduce traffic on the B3133 for benefit of residents on the road. Yatton should be a 20mph area. I support your reservations about a bypass, which would only increase traffic elsewhere - (though if the bypass came all the way from the M5 near Clevedon, to meet Arnolds Way, it might be worth considering). On the whole though, measures should be taken to reduce all traffic which are way beyond the scope of this plan.
- Thanks for a clear and concise questionnaire.
- I think the Plan should include some specific ideas and action consistently across all policy areas wherever possible in its final form. The detail will matter to provide residents with a flavour of the future Yatton.
- I think it will be important to ensure that all policy justifications are consistently and concisely presented."
- Supporting cycling is key to reducing car use. This means cycle paths throughout the village to access key amenities and bike parks. We're very supportive of the plans to extend the strawberry line to Clevedon.
- I'm really keen on cycle paths across the village and the link up to Clevedon via the Strawberry line. Pedestrians safety is paramount along the busy high street.
- I am extremely angry that Environmental Policy EP1 was not discussed with the residents involved before the draft plan was published. I also think that the Transport policies do not take into account the fact that we are not an isolated village but on a fairly main road.
- Good on principles but the devil will be in the details!
- Encourage more street planting to make area look better, especially in the precinct area. Look at state of some of roads and pavements and fix where possible. Better monitoring of dog fouling on public paths and areas. Ensuring there is a safer means of crossing by the co-op and



the fish and chip shop, many cars are in excess of the speed limit and fail to stop due to speed or general inability to see the crossing. A near miss waiting to happen.

- Excellent effort by the teams of volunteers in construction - let's hope NSC can pay attention and support it
- I have concerns where proposed footpaths are marked along private land.
- I have concerns about how new houses will affect local infrastructure, such as schools, doctors and train links.
- This plan wasn't delivered to our house, (Church Close) as we were expecting, so we have accessed online. Were other areas missed?
- This neighbourhood cannot support more housing without infrastructure investment to mitigate the impact on village life for residents and access to amenities. We are not a cash cow for Weston, so please don't treat us as such, or we will all withhold our council taxes.
- Could more planting be introduced to the precinct as it looks and feels very grey and uninviting
- The one most important problem for Yatton is the lack of a bypass. There is mention of widening the Highstreet pavements, but this is impossible.
- Our natural resource, i.e. wildlife and the rare habitat around our village must be included in this plan and protected at all costs. Yatton can sustain no more development as local infrastructure can not cope with it. A 'by-pass' is not a solution and would just give a red light to massive future development and carve our countryside in half creating 'Just another area' rather than the wonderful countryside village that we live in now!!
- The existing 7.5t weight limit needs adjusting and moved to only include the new Yatton roundabout (outside the recently housing development) and through to the small existing roundabout at the Cleeve turn off in the South. This would protect Yatton, the school children in particular and make Yatton a much nicer and safer place. Simple in itself, cheap to implement which will have a massive impact on the village.
- Some years ago we were promised a bypass. Where is it? With it we could reroute large HGV traffic from the centre of the village. In the meantime curtail HGV movements during school to and from attendance times.
- Thank you to the steering group for this first draft
- My main concern is traffic, I would like Yatton to feel safe for all ages from children to the elderly, currently there is often gridlock, speeding cars or lorries mounting the pavement. Not ideal, especially in a village location!
- Pretty good document. Could do with an overall key policies map.
- We have had several discussions, public meetings etc on Yatton Development over the years , most of the residents comments have been ignored and here we are again with same questions . No matter what comments are made it seem rather pointless as they are ignored.
- It is probably tooth less when it comes to North Somerset Council plans
- Thank you. What about policies to develop local creativity and community arts projects.
- Nothing to add
- I think it's been well thought out and all the concerns raised by villagers have been addressed.
- YES - BUILD A BY-PASS
- Well if you get many replies I will be surprised, firstly it is not laid out for the ordinary person to easily understand there was a better draft submitted, easier to understand with better facts that was dismissed over this one, shame, the reply sheets we hard to get hold of, the surgery only realised they had them today the 19th, when I asked for one, they had to search to see if they had any at all, hence they are now on display, when asked in Clive's twice they did not have them, nearly gave up, didn't try the library. I believe it is a forgone conclusion that in the end all the houses will be built regardless of what the villagers want, it's all about money regardless.



- No mention of how the impact of commuting can be managed. 58 responses on the consultation on SSSI's etc is very low
- Too much focus on being a village when Yatton is effectively a small town. Not enough focus on schooling or supporting infrastructure.
- There is very little mention about the people of Yatton and how they interact with each other. I believe there could be more interaction and more links with community groups and the use of community spaces by people. This could be facilitated by the Parish Council. Examples could be fairs and festivals at the precinct and Hangstones and a community cafe in the pavillion. I see my neighbourhood as people as well as buildings and roads.
- A much needed and good document. A couple of the objectives/policies need to be more specific to ensure that developers or politicians do not interpret them to their advantage.
- More buses and stricter rules for lorries
- I feel that Yatton has not got the infrastructure for more housing in the near future
- I have lived in this village for 47 yrs and have seen the village shops disappear so that people now shop out of the village. it needs a more vibrant centre shopping precinct to entice people to shop locally and keep the traders in business
- I feel that the plan takes into account the feedback from the survey and if carried out will help to maintain the rural character.
- The use of Cadbury Hill for grazing for significant periods of the year limits its availability to Yatton Residents who either wish to walk dogs or are actually scared of livestock, with little evidence that it has improved the maintenance of the Hill fort site. The felling of a number of established trees, planted by the Victorians, bordered on vandalism and again has not enhanced the amenity or preserved its historic nature..
- It may be helpful to include a couple of extra sections: Freedom from crime and anti social behaviour; Promote cultural activities through clubs and societies e.g. art, music, local history, wild life etc. 3 Promote healthy life styles through physical and sporting facilities."
- There are several maps in the current Neighbourhood Plan but none show the impending and newly built developments which will have such a huge impact on Yatton.
- There is a need to ensure super high speed broadband across the town and ensure much better mobile phone access. This plan makes no reference to schools and medical services which will need to be expanded with housing expansion.
- It is perhaps short sighted to wholly discount the issue of a bypass around the village. The local roads coming into the village do not support safe cycling routes. How are cycle paths into the village going to be considered where there is insufficient real-estate on the current road network? Sustainable public transport options only work if they are regular and reliable enough.
- The priority for Yatton is to have a bypass route that incorporates Congresbury and Langford to the A370, then to the A38. Otherwise Yatton is at risk of becoming another dull, dormitory village dominated by traffic, let alone spiralling housing development.
- What health impact is this continuing nuisance of traffic having on the local population?
- The access and egress to the station must also be reviewed urgently, which in turn must look at the problem of dangerous on-street parking on roads surrounding the station. NSC could easily bring their powers to bear to limit inconsiderate parking."
- It is a pity new Neighbourhood Plan was agreed with N Somerset and builders before local residents were consulted!!
- "CHESTNUT PARK" When the new development is complete - presumably some - if not all - the new residents will have cars, and - if some of the residents work in Bristol - the traffic congestion, in and around the Railway Station will be horrendous! As it is now, parking all along Barberry Farm Road is full to capacity. Is there going to be more parking spaces for those who use the railway?



- Keep banks/Post Office library open
- I admire and appreciate the hard work you as a team have put into this project. Well done! It is far reaching and I hope some ideas will be able to come to fruition.
- You make no mention of issues such as school places, the difficulties at the surgery or the lack of amenities for our young people.
- Why don't you stop large lorries coming through the village except for deliveries?
- Why have we stopped objecting to the noise from aircraft?"
- We need to get improved bus service and to get the X1 to go through the village again so that people from Cleeve and Claverham can shop in the village and use the cafes, which will improve the village and the opportunity for people to use the facilities.
- Agree on the whole
- Please see Response Letter and Legal Opinion submitted via email and post for our full response.
- The Plan expounds both lofty and commendable aims. It would be nice to think they are all achievable. Certainly on the right track.
- As a side note I am not sure you are going to get representative feedback from young families, of which make up a huge proportion of this village, as the actual Development plan draft copy is very badly designed. I have an idea of how much work was put in to this but I fear the response won't be as much as hoped. It wasn't clear what you were asking our opinion about and the policies are so broad that there is really nothing to comment on. I think most residents would be in agreement with all the policies and objectives set out. I am keen to see the next stage of this process where I hope there will be more detail on which to comment and feel that we can make a difference as a resident.
- There are several maps in the current Neighbourhood Plan but none show the impending and newly built developments which will have such a huge impact on Yatton.
- The council work hard on our behalf but I would like to see more Independents on NSC who don't have to tow the party line of Ashton and ap Rees.
- I do agree that Council members should be independent – party politics have little or no place in local matters.
- Policies are good, agree with them all.