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1 What is a neighbourhood plan and why does Backwell need one?

1.1. The Localism Act and National Planning Policy Framework empower local communities to draw up Neighbourhood Plans such as *BACKWELL FUTURE*.

1.2. A Neighbourhood Plan allows communities to influence the planning of the area in which they live. It offers the community the opportunity to:

- Develop a shared vision for their neighbourhood;
- Identify where new homes, shops and any other development should be built;
- Designate important Local Green Spaces for protection;
- Identify other requirements such as car parking and community facilities.

1.3. **Neighbourhood plans** are explained in the Communities and Local Government Plain English guide to the Localism Act viz:

‘Provided a neighbourhood development plan is in line with national planning policy, with the strategic vision for the wider area set by the local authority, and with other legal requirements, local people will be able to vote on it in a referendum. If the plan is approved by a majority of those who vote, then the local authority will bring it into force.’

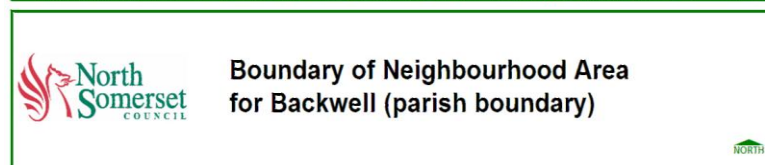
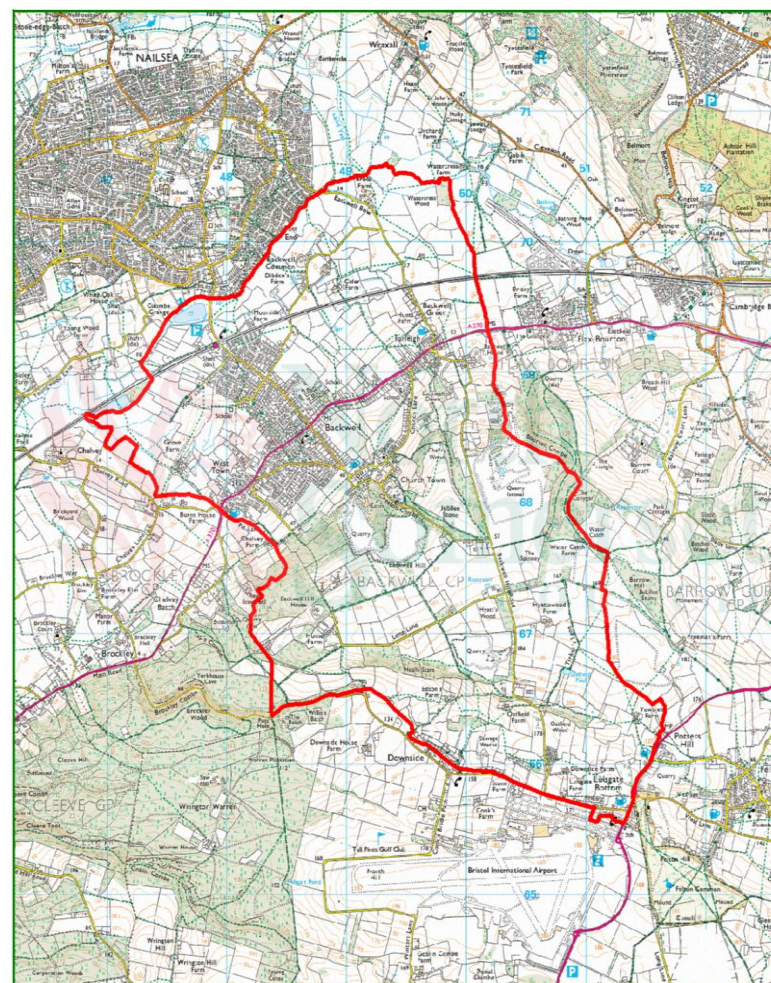
2. Vision Statement: To safeguard Backwell for future generations as an attractive place to live with a sustainable village-feel in proximity to the countryside.

OBJECTIVES

- ❖ The policies of the Neighbourhood Plan are based on the views of the local community;
- ❖ Promote a healthy community through the support of community and recreational facilities, protect and where possible enhance green infrastructure, and encourage walking and cycling;
- ❖ Support the needs of the community;
- ❖ Identify housing needs, taking into account demographic change, and where development should take place;
- ❖ Promote appropriate opportunities for local employment;
- ❖ Ensure shops, offices and light industry are able to develop to provide a sustainable local service to the community;
- ❖ Promote sustainable transport including the creation of safe cycling and walking routes, and public transport;
- ❖ Where possible address highway, congestion and parking problems (including through promotion of sustainable transport);
- ❖ Protect the environment by safeguarding/enhancing areas important for nature conservation, heritage or landscape value;
- ❖ Protect the best and most versatile agricultural land, as appropriate, in order that it is available for sustained food production;
- ❖ Promote more efficient energy use and renewable energy.

3. How '*BACKWELL FUTURE*' was prepared

- 3.1. **The Steering Group.** In July 2011 Backwell Parish Council set up a Steering Group to develop *BACKWELL FUTURE*. The Group included Parish Councillors and former members of the Backwell Community Plan Steering Group. The Council advertised within the community for others who possessed appropriate skills and experience to join the Group or to assist as observers.
- 3.2. **North Somerset Council (NSC).** Officers of NSC worked with the Steering Group and provided specialist and technical advice and information necessary to develop *BACKWELL FUTURE*.
- 3.3. **Public consultation was central to the production of *BACKWELL FUTURE*.** A Consultation Statement and further evidence supported the Submission Version of *BACKWELL FUTURE*.
- 3.4. **The Neighbourhood Area coincides with the Backwell Parish Boundary.** *BACKWELL FUTURE* covers the whole of the Neighbourhood Area.



4. The Backwell community and environment

4.1 **A brief history of Backwell.** Backwell is mentioned in the Domesday Book of 1086. In the 18th century the parish comprised the hamlets of Church Town, Farleigh, West Town, Downside and Moorside (Backwell Common).

The oldest settlement is Church Town. St Andrew's Church dates from the 14th century. The road from Farleigh to Church Town to West Town was the medieval highway. The track from Farleigh to West Town was improved in the 18th century and is now the A370. Most of the modern housing was constructed in the period 1950-80.



4.2 **The Backwell Community** resides in a vibrant village with a multitude of social, recreational, sporting and spiritual organisations. The 2011 census informs the following:

Age group	Number of residents
0 - 4	201
5 - 9	296
10 - 15	412
16 - 24	422
25 - 44	855
45 - 64	1343
65 - 74	566
75 and over	494
Total	4589

Source: North Somerset Council and the Office for National Statistics

4.3 **The Backwell environment.** The village experiences high levels of commuting, mainly by road transport, especially to Bristol 7 miles distant, and congestion through the village centre. The village offers a semi-rural environment and residents place great value in the open spaces and attractive landscape that are features of the village.



4.4 Residents and local walking groups make extensive use of the many public footpaths. In 2011 the Parish Council published a booklet of local walks taking in local footpaths and bridleways. It proved so popular that two reprints were necessary.

4.5 *Backwell Environment Trust* manages an extensive area of woodland on Backwell Hill. *Sustainable Backwell* is a group taking action to deal with issues of sustainability. Both organisations have made inputs to *BACKWELL FUTURE*.

4.6 Residents wish to safeguard Backwell for future generations as an attractive place to live with a sustainable village-feel in close proximity to the countryside. Residents' wishes are the basis of the Vision Statement shown at Section 2.



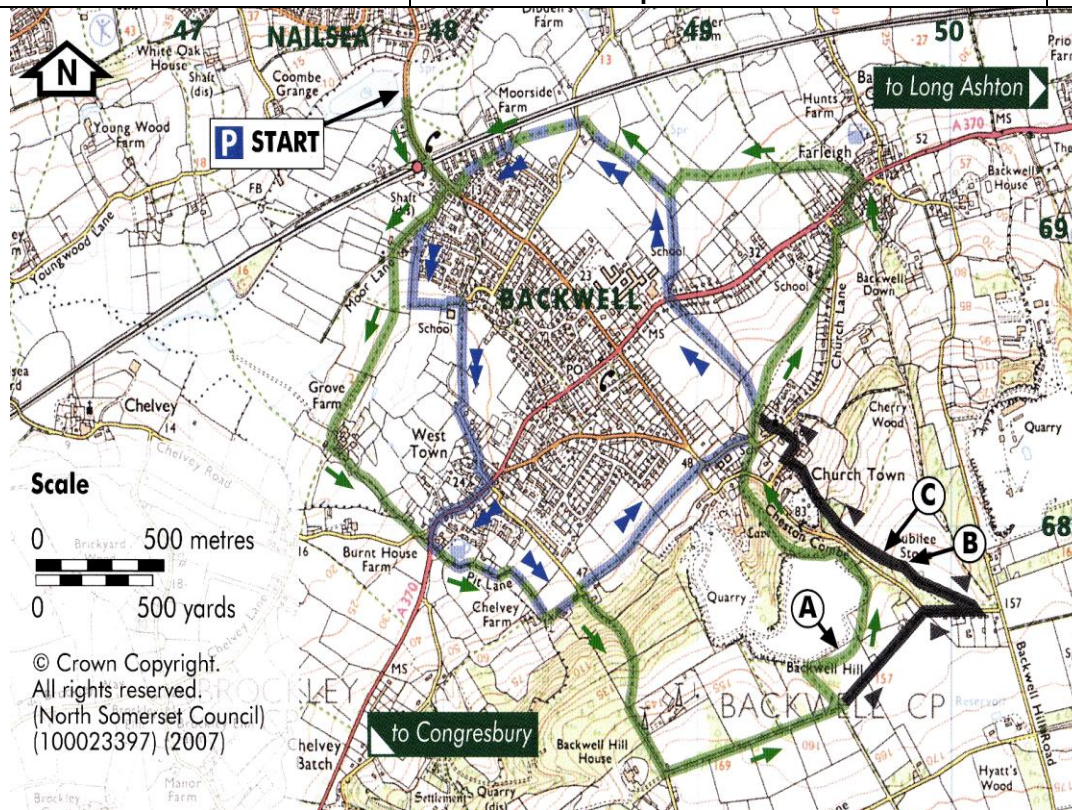
Backwell Round: below Recycling Centre



Public Footpath: Backwell Common



Backwell Round: Jubilee Stone view point



Backwell Round Walking Route

Key


 Walk 1

 Walk 2

 Option 1

 (A) Viewing point

 (B) Jubilee Stone and viewing point

 (C) Remains of lead mining and lime kilns

5. Living within environmental limits: sustainability

5.1. The Neighbourhood Plan recognises and addresses the environmentally focussed objectives in the North Somerset Core Strategy (2012). The objectives comprise

- reducing unsustainable carbon emissions;
- making all buildings more sustainable;
- encouraging sustainable transport patterns; and
- planning for a sustainable distribution of land uses.

5.2. **Reducing unsustainable carbon emissions.** *BACKWELL FUTURE* responds to the government's target that 15%* of our energy demand will be met by renewable energy, in the most cost effective way, by 2020. * National Renewable Energy Action Plan.

PLANNING POLICY: SUSTAINABILITY 1. Proposals for the generation of renewable energy will be supported provided the adverse impacts are satisfactorily addressed, or are outweighed by the overall benefits of the proposal. Community led renewable energy schemes will be encouraged.

5.3. **Making buildings more sustainable.** The Government plans to move towards zero carbon for all new homes by 2016 and all non-domestic buildings by 2019 through a 10 year programme of change to the Building Regulations. There are indications however that Government may change the approach to Code levels requiring that policies in CS2 will need to be modified.

5.4. **Drainage.** Climate change and other factors present an increasing flood risk. Some areas of the village, mainly high-ways, already experience flash flooding and it is vital that run-off from new development does not exacerbate the situation.



A370 Farleigh Road closed 21st November 2012

PLANNING POLICY: SUSTAINABILITY 2. New development should include sustainable drainage systems to reduce or ensure there is no increase in surface water run-off to ensure that the development does not increase the flood risk.

5.5. The community consultation undertaken during the preparation of the Neighbourhood Plan highlighted that two areas of land at Moor Lane Fields and Farleigh Fields are valued by the local community for reasons including their character, recreational value and the richness of wildlife. Backwell Parish Council will work with North Somerset Council to establish how recognition of their valuable features may, in future, be incorporated into the development plan.

Community Action

Backwell Parish Council will seek to promote the allocation of appropriate areas of Local Green Space at Moor Lane and Farleigh Fields in the development plan.

5.6 Other sustainability initiatives. *BACKWELL FUTURE* proposes:

- the creation of a local trader / supplier directory, to reduce 'food miles';
- the provision of allotments, additional to those available at Fairfield Road, when the waiting list justifies this;
- the provision of community orchards, if sites are available, to offer potential income, recreational activity and an educational resource for the village



6. Transport and highways

- 6.1 The Plan promotes sustainable patterns of movement. This section sets out key Transport and Highways policies and initiatives to reduce the use of private cars
- 6.2 **BACKWELL TRAFFIC MITIGATION STRATEGY.** *BACKWELL FUTURE* proposes that a traffic mitigation strategy be developed. The Parish Council will set up a Working Party to evaluate mitigation measures to ensure that they are practical and realisable. The Working Party will:
- Develop an Action Plan** to encourage residents to reduce reliance on private motorised vehicles by supporting initiatives to increase the use of public transport, cycling, walking, car sharing and other sustainable transport modes;
 - Traffic Calming/ Alternative Routes (Rat-Runs):** Carry out a review with local residents of the need for additional traffic calming and other measures to reduce traffic;
 - Public Transport:** Raise awareness of residents to the benefits of public transport;
 - Cycling and Walking:** Work with schools, local organisations and NSC with the aim of developing schemes to improve safe cycling and walking facilities.
- 6.3 *BACKWELL FUTURE* supports the concept of creating a network of cycling and walking routes.
- 6.4 Backwell Parish Council considers that the Mitigation Strategy may offset some of the additional transport and movement effects arising from the scale of development proposed in *BACKWELL FUTURE*.
- 6.5 Most traffic passing through the village on the A370, or rat-runs, is of distant origin however over which the Parish Council has no influence. Mitigation measures may not therefore reduce traffic levels, sufficient to achieve reasonable queue lengths at

the cross-roads, and arrest the use of rat-runs by through traffic.

- 6.6 The Core Strategy contains no improvements to the A370 and Station Road during the Plan period up to 2026. Furthermore, NSC has confirmed that the delivery of infrastructure improvements at Backwell crossroads is extremely challenging and that increasing the capacity of this junction could have adverse traffic generation impacts and other adverse consequences.

PLANNING POLICY: HIGHWAY 1. A transport assessment will be required to support any planning application for development in Backwell that is forecast to generate 30 or more two-way trips in the network peak hour.

PLANNING POLICY: HIGHWAY 2. Subject to this and other policies of the Neighbourhood Plan, proposals for new development in Backwell will be supported where early engagement has taken place to ensure that transport infrastructure will be provided (within and where appropriate outside of development sites) in a timely manner to meet the needs of traffic generated by the development.

PLANNING POLICY: HIGHWAY 3. The Parish Council will support the creation of an appropriate network of cycling and walking routes. New developments will be required to include safe walking and cycling routes where this is feasible. The objective is to work towards creating a network of cycleways/footpaths and public transport routes that ensure safe, convenient and direct access to local services and linkage with neighbouring settlements.

- 6.7 The Parish Council will set up a Working Party to develop a **TRAFFIC MITIGATION STRATEGY**. It will work with NSC to establish and support, where appropriate, regular monitoring to determine the effectiveness of that strategy.

7. Car parking

7.1 Backwell has a shortage of car parking and the 2010 Backwell Community Plan (BCP) identified needs for additional car parking spaces at:

- The Railway Station
- Near the shopping areas at Rodney Road, West Town Road and Backwell Cross Roads

7.2 *BACKWELL FUTURE* supports the provision of additional car parking at **Nailsea and Backwell Railway Station:**

- a) The Station car park has recently been extended and parking charges have been introduced.
- b) *BACKWELL FUTURE* supports the introduction of parking restrictions in appropriate areas.



7.3 *BACKWELL FUTURE* supports the provision of additional parking at **Rodney Road:**

- a) Currently cars park parallel to the pavement in the lay-by between the Off-Licence and Newsagents. By reducing the width of the pavement, cars would be able to park at 45° to the shops and an additional 7 car spaces can be created.
- b) The **Parish Council has agreed**, since the November 2012 Draft Plan, that this option should proceed. North Somerset Council Highways Dept is developing the design.



7.4 No options have been identified for additional parking near the Post Office or the village cross-roads.

7.5 **Parking restrictions.** *BACKWELL FUTURE* recommends that in order to secure parking availability for shoppers and help sustain the viability of local businesses, parking restrictions should apply:

- a) 2 hour time limit at all lay-bys;
- b) 2 hour time limit in the Rodney Road car park;
- c) Parking restrictions need to be enforced with penalties.

7.6 **Parking near the Junior School.** There is a staff car park at the rear of Backwell St Andrews Junior School, but there are no nearby lay-by or off-road parking spaces. Consequently parents park their vehicles for considerable distances along Church Lane and Dark Lane. Congestion occurs at School drop-off and pick-up times and when there is a special event at the School.

7.7 All car parking plans will be subject to the North Somerset Parking Standards Supplementary Planning Document.



Parking in Dark Lane

Community Actions

BACKWELL FUTURE's strategy is to reduce the need for car parking where practical and to provide additional parking spaces where necessary. The strategy includes:

1. Promoting initiatives to reduce car travel;
2. Provision of more cycle racks where appropriate;
3. Requesting local businesses to review arrangements for the parking of staff cars away from the lay-bys near shops;
4. Consulting residents and businesses about parking restrictions and the arrangements for enforcement;
5. Implementing a scheme to widen lay-by parking in Rodney Road in conjunction with North Somerset Council;
6. Parking provision, adjacent to key services, for people with restricted mobility;
7. Require the provision of customer parking when shops, business and service premises are re-developed in the Local Centre. [Section 10 refers to the Local Centre]

8 New development

PLANNING POLICY: DEVELOPMENT 1. Housing development in Backwell which is at a level appropriate to the size and character of the settlement will be supported. Infilling, defined as one or two additional dwellings, will also be acceptable. Commercial development, appropriate in scale and character in relation to the village, providing local employment, will be supported

- 8.1. BACKWELL's need is for more smaller dwellings comprising:
- starter homes for private purchase;
 - affordable (social) housing for rent or shared ownership;
 - dwellings suitable for older residents to downsize.

PLANNING POLICY: DEVELOPMENT 2. Subject to this and other policies of the Neighbourhood Plan, development proposals that would provide smaller dwellings, with an internal floor space of not more than 100 square meters, will be supported.

- 8.2. **Affordable Social Housing (ASH).** In Backwell, including Downside, existing ASH comprises 94 dwellings plus 23 sheltered units at Lawnside.
- 8.3. *BACKWELL FUTURE* is based on a target of 15 to 20 additional ASH dwellings. This is double that implied by the Core Strategy and in excess of Backwell's current need as indicated by the HomeChoice register maintained by North Somerset Council.
- 8.4. Delivery of ASH will be through mixed developments. A benchmark of 30% ASH will be sought to meet local needs on all residential developments of 10 dwellings or more, and as specified in more detail in CS16 and the Affordable Housing Supplementary Planning Document (SPD). The level of affordable housing will be determined by individual site viability analysis.

- 8.5. *BACKWELL FUTURE* makes adequate provision for new ASH within the existing Settlement Boundary. A *Rural Exception Site* outside of the Settlement Boundary is not currently required. However this will be kept under review dependent on the ability to deliver sufficient ASH on the identified development sites.

PLANNING POLICY: DEVELOPMENT 3. Exception sites to provide Affordable Social Housing will be considered only if the social housing proposed in *BACKWELL FUTURE* is proven to be inadequate to meet local needs or is undeliverable, and no further sites are available within the Settlement Boundary. Rural exceptions sites should be adjacent to the settlement boundary, but not in the green Belt. Rural Exception sites in the green belt will be considered in accordance with the NPPF.

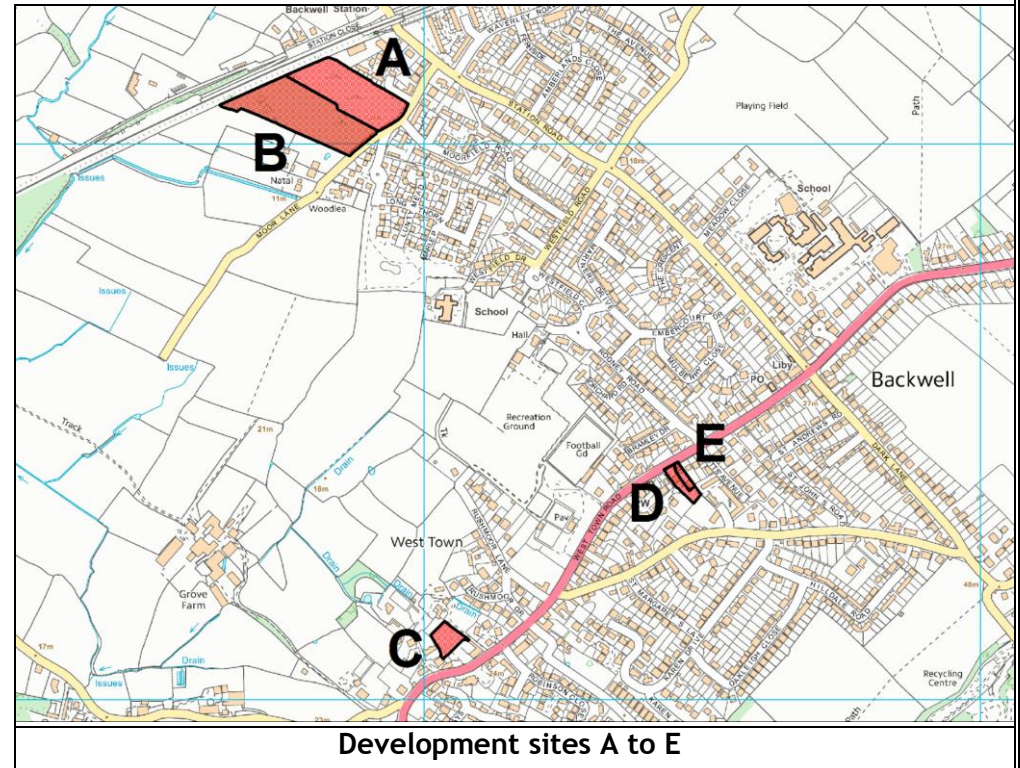
- 8.6. **Retirement housing.** Demographics suggests an increasing need for housing provision for the elderly in the future. Current evidence, from the HomeChoice register, shows no significant need for additional Sheltered Accommodation in Backwell and Registered Social Landlords have expressed no interest in developing additional sheltered accommodation in the village.
- 8.7. Backwell has no Care Homes. Planning consent has been obtained for a Continuing Care Retirement Community at the former Barrow Hospital (within Backwell Ward). This will provide approximately 136 Assisted Living Units, 38 Specialist Care and a 56 bed nursing home. It is anticipated that this will meet local demand for the foreseeable future.

PLANNING POLICY: DEVELOPMENT 4. Significant development of agricultural land that has been demonstrated to be necessary should also demonstrate that it prioritises the use of poorer quality agricultural land over the use of higher quality agricultural land.

8.8. Gated developments.

PLANNING POLICY: DEVELOPMENT 5. Communal entrance gates to new developments of more than one residence will not be permitted. This policy will not apply to apartments.

8.9. Development sites. The Neighbourhood Plan identifies sites where residential development and in the case of Sites A and B, residential and employment development, is supported. These are shown on the adjacent plan



9 Employment

9.1. Local employment in Backwell is limited. *BACKWELL FUTURE* considers that more local employment would improve the local economy and reduce traffic that commutes out of the village.

PLANNING POLICY: EMPLOYMENT 1. Proposals for new and the extension of existing employment sites within the village will be supported, provided that the scale, type of business and locations are compatible with the local environment, and provided that supporting infrastructure, for example access and car parking, are appropriate.

9.2. Section 10 describes policies that encourage the retention of retail and commercial businesses in the 'Local Centre'. The car parking section of *BACKWELL FUTURE* provides for additional parking spaces in the 'Local Centre' to help maintain the viability of local shops and businesses.

9.3. **Potential sites for new businesses include:**

a) **Moor Lane.** 3 hectares of land at Moor Lane were designated B1 for office/research/light Industry many years ago, and confirmed in the 2007 Replacement Local Plan, but development has not materialised. The Neighbourhood Plan favours the use of this site for mixed use development. Such an approach should help viability and thus help to bring it forward.

b) **Site of the former Ettrick Garage.** This site is in new ownership and it is understood that the new owners, after exploring commercial re-development options, favour residential re-development. Liaison is ongoing.

9.4. **Coles Quarry.** This site provides scope for employment uses.

9.5. **Employment growth in the area.** *BACKWELL FUTURE* notes the Core Strategy's provision for employment that is essentially

centred on Weston-super-Mare with nominal growth in Service Villages (CS32). The Core Strategy takes account of planned expansion of Bristol Airport and the Royal Portbury Dock.

9.6. Bristol Airport and The Bristol Port Company are two of the largest employers in the area with significant growth prospects. In November 2011 the Parish Council wrote to these companies enquiring whether they envisaged that their planned expansion would require business premises and/or housing for employees in Backwell. Both companies answered that they did not foresee a significant impact on Backwell. Their replies are available for reference.

9.7. **Employment Initiatives.** *BACKWELL FUTURE* will:

- Support Government initiatives for fast and extended broadband connections to existing and potential work-places within the village, to encourage home working (to reduce travel especially during peak times);
- Support Government and Local Government initiatives to provide appropriate grants and financial support for appropriate new small businesses in Backwell.
- Encourage businesses to promote alternatives to car use including cycling/walking, via Bike to work schemes etc.

9.8. *BACKWELL FUTURE* encourages initiatives to improve vocational training, apprenticeships and links between industry and educational establishments, to help those entering the workplace. In particular it will seek to promote and develop business links with Backwell School.

9.9. *BACKWELL FUTURE* supports the appropriate improvement of existing commercial space to provide office units for suitable small undertakings.

9.10. **Business Representative.** *BACKWELL FUTURE* recommends that Backwell Parish Council appoints a Business Representative. This could be a member of the Council or a community volunteer working with the Council. The role of the Business Representative would include:

- a) Liaison with the local business community, trade associations and other relevant bodies to:
 - bring to the attention of the Council business matters where the Council has the necessary powers and resources to make a difference to the viability of local businesses and the employment that they bring;
 - advising about the availability of specialist employment agencies such as NSC's Business Liaison Officer, Business West, etc.;
 - encourage businesses to review arrangements for parking staff cars away from lay-bys near shops and encourage walking, cycling and Bike to Work schemes.
- b) Promotion and development of business links with Backwell School.

10. Village shops, services and the local centre

10.1. **Shops, businesses and services in Backwell.** These include:

- a) Backwell Medical Centre;
- b) Backwell Dental Care;
- c) 24 shops and a Post Office;
- d) 3 public houses and a village club;
- e) 2 restaurants, two takeaways;
- f) Various businesses including 3 garages/car sales;
- g) Play-groups, Infant, Junior, Secondary Academy and private school.

10.2. In recent years the number of village shops has declined. This is not only damaging to the local economy but can lead to social deprivation, particularly for older residents and those without transport. It can also reduce the sense of community.



Shops at Dark Lane and the Cross Roads

10.3. The Post Office is critical to the village particularly as the last remaining bank, HSBC, closed in autumn 2011. The Library also closed in 2010 (a mobile library service is now available on

Monday afternoons at the Leisure Centre). There is no optician.

10.4. *BACKWELL FUTURE* introduces policies to safeguard the vitality and viability of local shops, businesses and services. *BACKWELL FUTURE* designates a 'Local Centre' and specific policies will operate in this area. In the policies below the phrase "town centre uses" is a generic term also used in connection with local centres within villages.

Planning policy: CENTRE 1. The area shown in blue on the Backwell Local Centre map is designated the 'Local Centre'. [The map follows on a separate page.]

Planning policy: CENTRE 2. Development proposals for town centre uses in the Local Centre will be supported provided that they are appropriate to the size and character of the village, support the creation of a safe, attractive and accessible shopping and business environment and improve the mix of uses in the Local Centre. An additional consideration will be whether nearby parking is adequate or more is provided. Appropriate proposals for mixed use, with apartments or flats, will be accepted where this is necessary to improve the viability of commercial premises.

Planning policy: CENTRE 3. Proposals resulting in the loss of town centre uses in the Local Centre will need to demonstrate that:

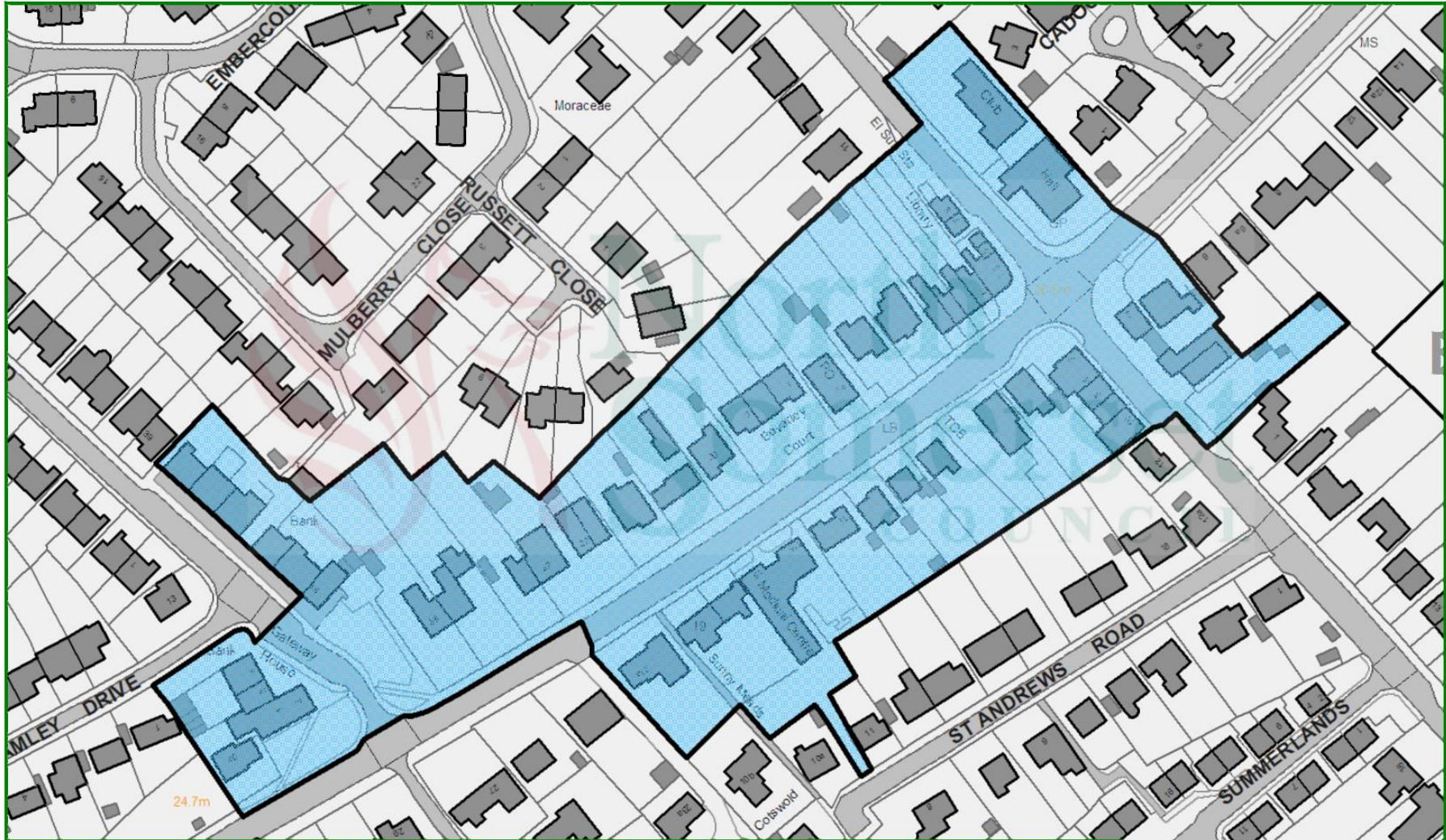
- the vitality and viability of the Local Centre is not adversely affected; and
- adequate provision remains to meet local needs.

Planning policy: CENTRE 4. Proposals for town centre uses outside of the Local Centre will need to demonstrate that:

- the uses could not be located within or on the edge of the Local Centre; and
- they would have no adverse impact on the viability of the Local Centre.

10.5. Adequate customer parking is essential to the viability of the Local Centre.

Planning policy: CENTRE 5. Proposals for town centre uses within the Local Centre which provide new customer parking will be strongly supported.



Backwell Local Centre


Scale 1:1548

11. Recreation, Sport, Community Facilities and Heritage Assets

11.1 The Backwell community enjoys numerous recreational, sporting and spiritual organisations and facilities. The principal facilities are located at:

- The Parish and WI Halls; • Backwell Playhouse;
- Backwell Leisure Centre; • Backwell Village Club;
- Children’s play areas at Moor Lane and Downside;
- Churches (3); • Scouts and Guides Hut;
- Backwell Playing Fields Charity:
 - Bowls Club, Tennis Club, Judo Club;
 - Senior Football Club;
 - Junior Girls and Boys Football Club;
 - Children’s play areas (2), Youth Club.

11.2 Local facilities are essential for the sustainability of the community and they minimise transport needs. Adequate investment is needed to replace and upgrade facilities and three notable areas of concern have been identified:

- a) **Backwell Youth Club.** The Parish Council considers that the Youth Club is an essential community facility. It has approved funding of £12000 in 2014/15 to sustain the Club and expects to continue funding in future years provided the successful management arrangements continue.
- b) **Backwell Playing Fields Charity.** This not-for-profit organisation is run by local volunteers. Income is insufficient to make major improvements.
 - The Parish Council provided £21,000 for car park surfacing in 2013;

- Recently the Charity announced that long standing Trustees were standing down and that its future management arrangements were in doubt. The Parish Council agreed, in principle, to make a donation to cover the first year cost of a part-time management post to safeguard the future of the Charity. The Council will consider future funding when each annual budget is reviewed.

c) **Backwell Leisure Centre.** The 2010 Backwell Community Plan identified the importance of these facilities to the community. It is of concern that no major funding for long term upkeep is contained in North Somerset Council’s plans.

11.3 The Localism Act contains measures to achieve a substantial shift in power away from central government and towards local communities. It should therefore be expected that the Parish Council will receive greater powers and responsibilities within the timescale of *BACKWELL FUTURE*. Therefore real increases in the Parish Precept may be required to deliver the services that the Localism Act requires are locally managed.

11.4 Although some funding may be available from the future Community Infrastructure Levy, it remains to be seen whether an affordable Parish Precept can meet the community’s aspirations.

11.5 **Possible future Community Centre.** Functions are held at many venues in the village notably at the Parish and Women’s Institute Halls, West Town Methodist Church, St Andrew’s Church, rooms at local schools and the Backwell Playhouse.

11.6 The existing Backwell halls are well used, well run, have been improved over the years and are appreciated. They are however limited in scope by their design and facilities. Their modest size, limited kitchen facilities, lack of committee

rooms and inadequate car parking can be problematic. There are plans for improvements to the Parish Hall.

- 11.7 The 2010 Backwell Community Plan records that 61% of residents who expressed an opinion agreed that Backwell should aspire to a multi-purpose Community Centre.
- 11.8 Nearby villages have newer, larger, better equipped halls and are focal points for children, young people and adult groups.
- 11.9 **Consideration of Community Centre Options.** The November 2012 Draft of *BACKWELL FUTURE* outlined these conceptual options viz:
- a) Expansion of existing facilities at the Parish and WI Halls;
 - b) Upgrading Backwell Leisure Centre;
 - c) Constructing a Community Centre on a new site.
- 11.10 The Parish Council reviewed these options and considers that upgrading Backwell Leisure Centre to provide multi-use facilities is the best option. It proposes setting up a Working Party to prepare a Feasibility Study for this option.
- 11.11 **St Andrew's Church.** The Parochial Church Council proposes

to extend the graveyard into the south-eastern corner of the field to the north of the Church. The landowner, Persimmon, has agreed to make the land available.

- 11.12 **Heritage assets.** *BACKWELL FUTURE* proposes no change in existing conservation areas and listed buildings. These are retained for the enjoyment of the community present and future. *BACKWELL FUTURE* retains the existing conservation areas as shown on the 2007 Replacement Plan and the Nature Reserves at Jubilee Stone Wood and Badgers Wood managed by Backwell Environment Trust.

11.13 **Community Actions :**

Backwell Parish Council will continue to provide financial support for community and recreational facilities when appropriate and within the capacity of residents to pay.

Backwell Parish Council will set up a Working Party to manage a feasibility study of upgrading Backwell Leisure Centre to provide multi-use community facilities.

12 Downside

12.1 The hamlet of Downside lies within the southern boundary of Backwell Parish adjacent to Bristol Airport. The hamlet contains approximately 100 dwellings including 15 social dwellings. Integration of the communities of Downside and Backwell main village is difficult because of the distance of the hamlet from the main village.



Hyatts Wood Road, Downside

12.2 Downside is 'washed over' by Green Belt and is outside of the Backwell Settlement Boundary. There is no latitude for new development other than under agricultural or rural provisions. Recent applications for business use as off-airport parking have been firmly quashed. Green Belt status implies that properties can only be redeveloped on their existing footprint.

12.3 **Retail outlets and employment.** There are no retail outlets, other than a concessionary short term parking arrangement allowing access to Bristol Airport land-side shops. Local

employment opportunities, other than at the airport, are few.

12.4 **Bristol Airport.** Downside Road forms the northern boundary of Bristol Airport but the airport itself is within the parish of Wrington. An additional 1,000 jobs are forecast by 2030, arising from the airport expansion, and should provide vacancies for a wide range of skills when delivered.

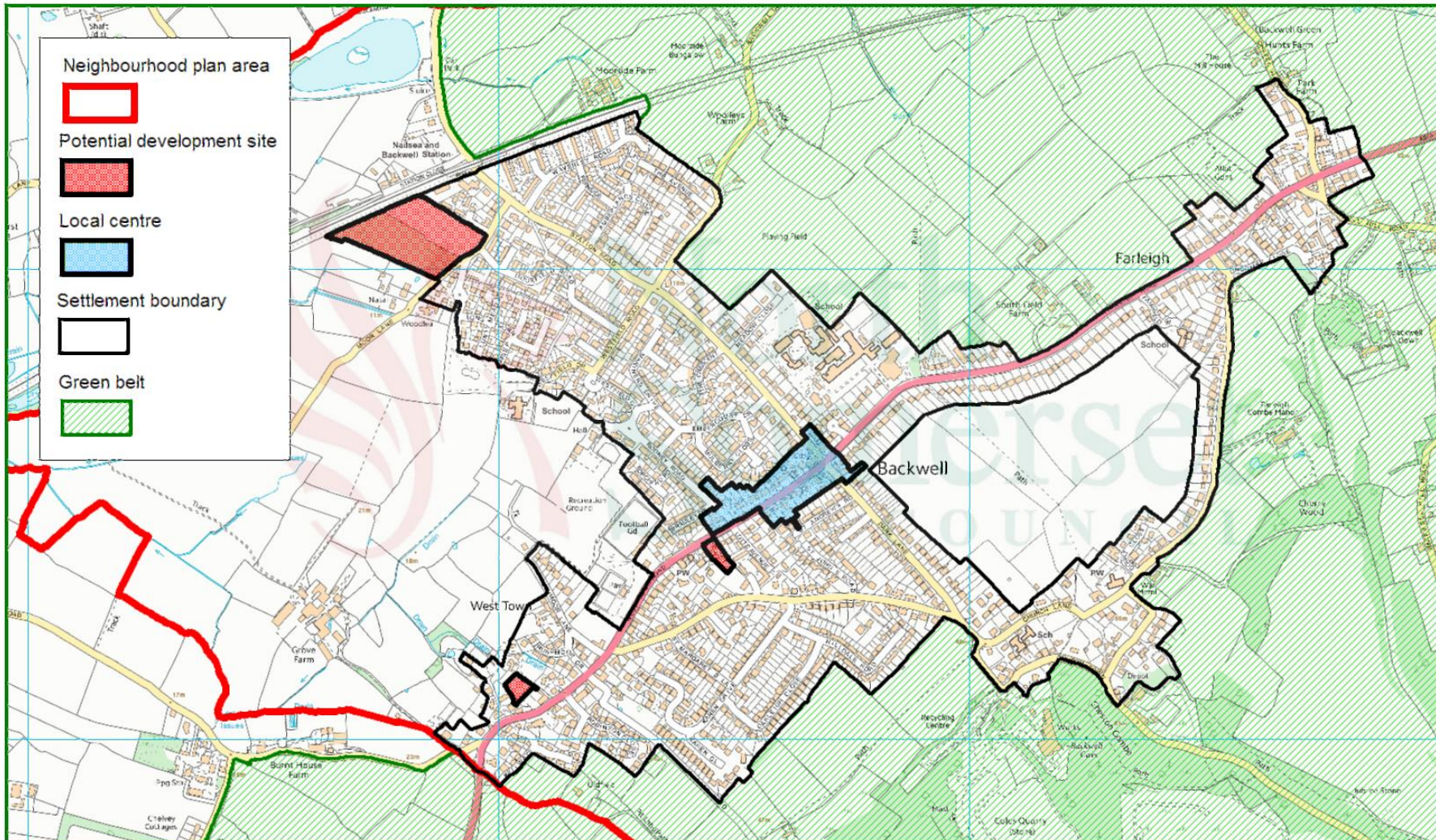
12.5 **Highways.** North Somerset Council plan to provide traffic signal control at the junction of the A38 and Downside Road. The installation of signals will be funded from the planning agreement for the proposed expansion of the airport which requires that this work is completed before the extensions to the passenger terminal building are brought into use.

12.6 The 2010 Backwell Community Plan records the high priority that Backwell residents attach to improving the Hyatt's Wood Road junction with Downside Road where visibility from the former road is very restricted. The Parish Council will press for these improvements to be made.

Community Action Policies:

Backwell Parish Council will:

- a) Press for the A38 highway improvements to be made at an early stage of the planned airport expansion;
- b) Press for improvements to be made at the Hyatt's Wood Road and Downside Road junction;
- c) Promote initiatives to achieve greater community cohesiveness of Downside and Backwell main village.



Neighbourhood plan area

Potential development site

Local centre

Settlement boundary

Green belt



Backwell Neighbourhood Plan Map

NORTH
Scale 1:24609

Backwell Hill

13. Funding the '*BACKWELL FUTURE*' Plan

- 13.1 **Community Infrastructure Levy (CIL).** The CIL is a new planning charge that came into force through the Community Infrastructure Levy Regulations 2010.
- 13.2 Most new development will be liable to pay the levy. The Regulations provide 100% relief from the levy on chargeable development intended to be used as social housing.
- 13.3 The money can be used to fund a range of infrastructure that is needed as a result of development. This includes transport schemes, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres. <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>
- 13.4 North Somerset Council (NSC) completed the first stage of consultation in January 2013. The CIL will partially replace the current system of Section 106 obligations. Work on the CIL is currently on hold pending the re-examination of the Core Strategy.
- 13.5 The proceeds that will flow to Backwell Parish Council from the levy are currently uncertain. However a preliminary draft charging schedule produced for consultation in November 2012 indicated a levy of £60 per square metre. http://www.n-somerset.gov.uk/Environment/Planning_policy_and_research/Pages/Community-Infrastructure-Levy-FAQ's.aspx
- 13.6 The Government has announced that communities will benefit through the direct allocation of 25% of the levy funds where a Neighbourhood Plan is in place. <https://www.gov.uk/government/policies/giving-communities-more-power-in-planning-local-development/supporting-pages/community-infrastructure-levy>
- 13.7 Based on the market housing proposed in *BACKWELL FUTURE*, the CIL could amount to around £200,000 of which perhaps £50,000 should be available to Backwell Parish Council. There is

however a relief where a developer can demonstrate that the CIL is not affordable due to exceptional circumstances.

- 13.8 **The New Homes Bonus (NHB).** This is a grant from government to local authorities. It is intended to give an incentive to councils and communities to encourage house-building. There is no legal restriction on NSC passing the NHB onto the Parish Council. However there are a large number of calls on the funding and the share for Backwell remains to be agreed.
- 13.9 **Section 106 agreements.** Until the CIL is in place, NSC will be reliant on 'Section 106' agreements to secure funding for infrastructure required as a result of development. S106 agreements are legally binding agreements between the Council and a developer. They set out the contributions that the developer will make to mitigate any negative impacts of their development. S106 agreements are usually only applied to developments of more than 10 homes or large commercial developments. Councils must have regard to the financial viability of a development, which in practice can sometimes mean reducing the contributions to affordable housing or infrastructure. S106 agreements will continue after the CIL has been introduced, but will be used less than at present.
- 13.10 **Backwell Parish Council.** The major highway problems affecting Station Road and the A370 cannot be overcome by funding on the scale available from the CIL. Backwell Parish Council will allocate its CIL receipts after taking account of the priority of need and value for money. Possible examples are contributions towards:
- improved buildings for the Youth Club,
 - support for the creation of safe walking and cycling routes.
- 13.11 The ongoing support of local voluntary organisations will maximise the benefit of such funds as they become available.

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