

Wraxall & Failand Parish Council



WRAXALL & FAILAND NEIGHBOURHOOD PLAN 2022 – 2038

SUBMISSION DRAFT

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Foreword

Following the introduction of the Localism Act, new powers were transferred to communities to develop a shared future for their neighbourhood that would retain, shape and, where required, allow for influenced growth of their local area.

Wraxall & Failand Parish Council considered this opportunity and decided to take a proactive approach to develop a Neighbourhood Plan. Led by a Steering Group made up of Councillors and residents, and working in conjunction with the people of the Parish and local businesses, this Neighbourhood Plan has been developed and delivered to allow the community to take a stronger role in shaping the future of our Parish.

The information that has shaped the Neighbourhood Plan has been informed by postal and open consultation engagement with households and local businesses throughout the Parish, along with a continuing review of the emerging North Somerset Development Plan, of which this Neighbourhood Plan will form a part. When ratified by the community via a referendum and endorsed by North Somerset Council, the Neighbourhood Plan will sit alongside, and have the same legal status as, the Local Plan and other Development Plan documents.

The Neighbourhood Plan will help retain our beautiful countryside and guide any development or material changes within our Parish infrastructure for many years to come. It will also secure a greater share (25%) of the revenues from the Community Infrastructure Levy arising from developments that take place in our Parish which can be used for improvements in community facilities and infrastructure as set out in the Neighbourhood Plan.

The Steering Group believes this Neighbourhood Plan addresses the key issues raised during the consultations that we will face over the period and ensure any changes to the status quo will have to adhere to those policies set out in the Neighbourhood Plan.

Once this Neighbourhood Plan is in place, even though the Neighbourhood Plan is a community lead vision of what we want from our Parish in the future, it is for the Parish Council to hold regular reviews to ensure the plan is up to date and reflects any changes in the Local Plan.

I would like to take this opportunity to thank all those in the Steering Group who have worked hard to make this a reality and for all those in the community who took the time to engage with us in shaping this Neighbourhood plan.

Ian Parsons
Chairman, Neighbourhood Plan Steering Group
Chairman, Wraxall, & Failand Parish Council

1 Introduction

Background

What is the Neighbourhood Plan?

- 1.1 The Wraxall and Failand Neighbourhood Plan is a community-led framework that will guide and shape future development in the Neighbourhood Plan Area for the Neighbourhood Plan period of 2022-2038. This period aligns with the proposed North Somerset Development Plan period.
- 1.2 The Neighbourhood Plan is concerned with protecting and enhancing the existing, important character of Wraxall and Failand, both for existing residents and for future generations. Its legislative and policy framework is explained in more detail in Section 3. Its objectives and policies cannot be used purely to prevent development taking place. Instead, the Neighbourhood Plan and its policies are a tool that will help to ensure that any development proposals are shaped and directed to take into account the shared vision and objectives of the community.
- 1.3 The Wraxall and Failand Neighbourhood Plan forms part of the Development Plan and sits alongside the Core Strategy and Development Plan Documents prepared by the Local Planning Authority, North Somerset Council. Decisions on planning applications will be made using the Core Strategy Development Plan Documents and Neighbourhood Plan, and any other material planning considerations.

Structure of the Neighbourhood Plan

- 1.4 The Neighbourhood Plan contains the following sections:
 - **Section 2:** The Neighbourhood Plan Area – provides information about the geographic extent and features of the local area and some of the priorities and issues identified through the preparation of the Neighbourhood Plan.
 - **Section 3:** Strategic Planning Context – explains the over-arching legislative and policy frameworks that relate to neighbourhood planning and the scope and status of the Neighbourhood Plan for the purposes of determining planning applications.
 - **Section 4:** Vision and Objectives – sets out the long-term vision for the Neighbourhood Plan and the corresponding objectives to achieve the vision.
 - **Section 5:** Neighbourhood Plan Policies – includes the full list of Neighbourhood Plan policies, wording and supporting text.

Statutory and Supporting Documents

- 1.5 The following documents have been prepared in connection with this Neighbourhood Plan:
- Basic Conditions Statement – provides an explanation of how the Neighbourhood Plan meets the minimum legal requirements as set out within paragraph 8 of Schedule 4B of the Town and Country Planning Act 1990 (as amended) in relation to planning, the historic and natural environment, EU obligations and sustainable development.
 - Consultation Statement – details the people and organisations consulted, the methods of consultation used during the preparation of this Neighbourhood Plan, the main issues arising and how these issues have been considered and addressed in the Neighbourhood Plan where appropriate.
 - Local Green Space Assessment – this is the evidence base and supporting information used to inform Neighbourhood Plan Policy WF2. The policy should be read in conjunction with this assessment at all times.
 - Strategic Environmental Assessment and Habitat Regulations Assessment Screening – required to be carried out to ensure that the Neighbourhood Plan complies with all relevant environmental law.
- 1.6 The formal process for the designation of the Neighbourhood Plan Area and preparation and adoption of the Neighbourhood Plan is set out in full within the Consultation Statement.

The Neighbourhood Plan Area

- 1.7 The Neighbourhood Plan Area is shown at **Figure 1** below. It mirrors the Parish boundary for Wraxall and Failand and was formally designated by North Somerset Council on 21st August 2021.

The Neighbourhood Plan Steering Group

- 1.8 The Neighbourhood Plan Steering Group is made up of Parish Councillors and residents that have been given delegated authority by Wraxall and Failand Parish Council to prepare and co-ordinate a Neighbourhood Plan for Wraxall and Failand for sign off by the Parish Council and referendum by the local community. The Steering Group is responsible for securing funding for the Neighbourhood Plan consultation activities and review of the draft Neighbourhood Plan prepared by the appointed planning consultant.

Wraxall & Failand Neighbourhood Plan

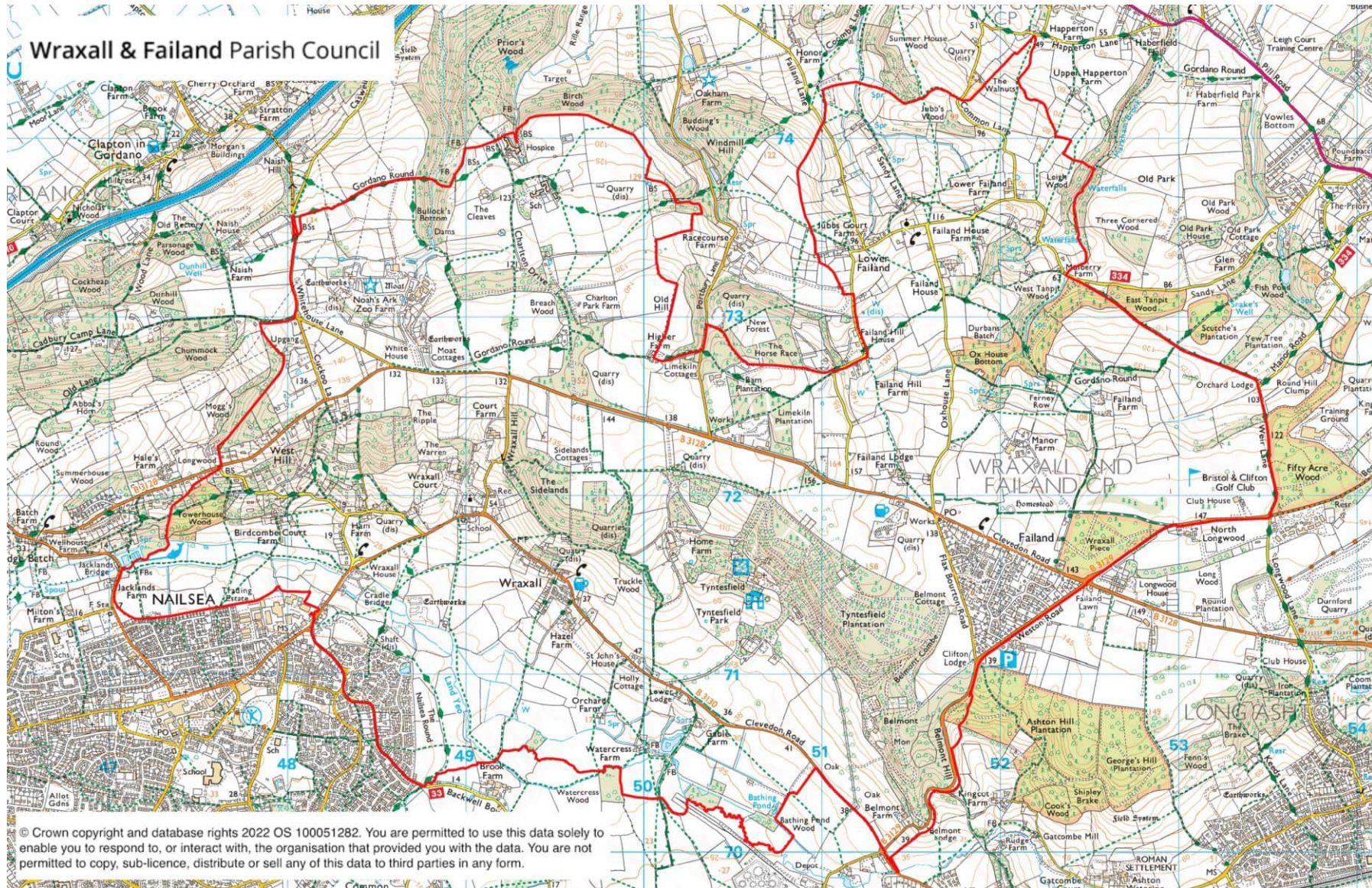


Figure 1 - Designated Neighbourhood Plan Area

2 The Neighbourhood Area

Introduction

- 2.1 This section provides an overview of the Neighbourhood Plan Area, its history and key considerations, informed by the priorities of residents and local businesses that have been drawn from public consultation and feedback.
- 2.2 This section, together with the planning policy context and vision and objectives at Section 3 and 4 respectively, should be fully reviewed and understood by those reading and using the Neighbourhood Plan because they inform the subsequent Neighbourhood Plan Policies identified at Section 5.

About Wraxall & Failand Neighbourhood Plan Area

Strategic Position

- 2.3 As stated above, the designated Neighbourhood Plan Area matches the Wraxall and Failand Parish boundary. Wraxall and Failand lies within the administrative area of North Somerset Council.
- 2.4 The Area is located between the town of Nailsea, which adjoins the Neighbourhood Plan Area to the west, and Long Ashton to the east. Bristol City itself is located just 3 miles east of the Neighbourhood Plan Area boundary, with Bristol Airport situated approximately 5 miles to the south.
- 2.5 The M5 runs just outside of the designated area to the north-west with the nearest Junction 19 being only 3 miles from the northern edge of the Neighbourhood Plan Area. The Neighbourhood Plan Area is bounded by nine different parishes which are shown on **Figure 2** below. It is geographically one of the largest parishes within North Somerset.
- 2.6 Although well-connected, the Neighbourhood Plan Area remains distinctly rural due to its extensive countryside uses, low density built form and Green Belt designation which covers nearly all of the area.
- 2.7 Many residents live and work in the area to enjoy its strategic position within striking distance of larger towns and cities whilst also on the doorstep of expansive green spaces and vistas. This role as a rural “bolthole” can be traced back over a hundred years when horses and carriages would be driven out of Bristol to holiday homes located along the frontage of Failand Triangle which can be seen on the historic tithe maps within **Appendix A.2**.



Figure 2: Wraxall & Failand Neighbourhood Plan Area and status of Neighbourhood Plans in surrounding parishes (status as of October 2022).

Transport connections within the Neighbourhood Plan Area

- 2.8 **Appendix A.1** shows the main settlements and road connections within the Neighbourhood Plan Area.
- 2.9 The two primary routes through the Neighbourhood Plan Area, the Clevedon “top” road and Bristol “bottom” Road, take traffic between Bristol, Nailsea, the M5 and Bristol Airport. The bottom road (B3130) bisects Wraxall village and the top road (B3128) runs north of Failand Triangle, two of the settlements where most parishioners live. Western parts of the bottom road (B3130) are also referred to as the Clevedon Road. Therefore, for the purposes of this Neighbourhood Plan, the road names B3130 and B3128 are used for clarity of location.

- 2.10 Local buses between the larger towns of Clevedon, Nailsea and Bristol travel along both roads. The speed and volume of traffic along both routes means that accessibility to local bus stops by foot is difficult to achieve.
- 2.11 The B3130 and B3128 are connected by local roads running north-south within the Neighbourhood Plan Area, the most frequently travelled being Wraxall Hill, Belmont Hill and Flax Bourton Road. Portbury Lane is an important route between the parish and the M5.
- 2.12 Lodge Lane runs along the western and southern boundaries of the Neighbourhood Plan Area and connects the Area to Nailsea and Backwell, the latter located to the south and outside of the Neighbourhood Plan Area. Lodge Lane runs along the edge of The Elms which is also an area where many residents of the Neighbourhood Plan Area live.
- 2.13 Whitehouse Lane, Horse Race Lane and Oxhouse Lane within the north of the Neighbourhood Plan Area provide local access to the smaller hamlet settlement of Lower Failand. Tower House Lane provides local access between the B3130 and B3128.
- 2.14 The nearest train station is Nailsea and Backwell which is located approximately 2 miles south-west of the Neighbourhood Plan Area and is around a 10 minute drive from The Elms.
- 2.15 Two national cycle routes cross the Neighbourhood Plan Area: Route 33 following Lodge Lane to connect Backwell and Nailsea and Route 334 running through Lower Failand between Abbots Leigh and Portishead. The challenging topology of the Area makes it attractive for experienced recreational cyclists and routes are also used by commuters passing through from further afield. This popularity can lead to increased cyclists using the B roads from other locations as they pass through.

History

- 2.16 **Appendix A.2** contains the historic maps for the Neighbourhood Plan Area which shows how growth has occurred since the early 1800's. Prior to this period, the village of Wraxall has a long history dating back to medieval times which includes the 12th Century All Saints Church and Wraxall Cross at the foot of Wraxall Hill and Wraxall Court. There is evidence of medieval settlement at the lower end of Tower House Farm, land north of The Elms and the River Land Yeo and at Birdcombe Court. Medieval occupation would have intensified during this time as the



Figure 3 - All Saints Church, Wraxall

land was able to be drained for the first time.

- 2.17 There are two Scheduled Ancient Monuments within the Neighbourhood Plan Area which are shown at **Appendix A.4** alongside other statutory historic designations.
- 2.18 The 1800s saw the expansion of what was a fairly modest house at "Tyntes Place" into the extensive Tyntesfield Estate (now Tyntesfield RPG, see paragraph 2.54 below for explanation), following its purchase by William Gibbs..
- 2.19 At its peak, Tyntesfield Estate spanned over 2,400 hectares and had a large number of employees. Following the death of descendant Richard Gibbs in 2001, the estate was split into 3 "lots" with the main house and grounds bought by The National Trust for use by public visitors. The remaining land has gone into private ownership, including a large swathe to The Belmont Trust.
- 2.20 Also within the Victorian era, the Battleaxes building was erected as a meeting place for Tyntesfield employees and was subsequently used as The Battleaxes Arms public house before closing in 2020. Wraxall C of E Primary School was built in 1856 and St Batholomew's Church at Lower Failand was commissioned and built by Richard Vaughan, a former Rector. At that time, Lower Failand appeared on tithe maps as a scattered hamlet, with the frontage properties adjacent to the church appearing after the Second World War.



Figure 4 - Battleaxes public house (source: Google Maps Streetview)

- 2.21 South of the B3128 at Failand Triangle, frontage plots were developed as holiday homes for visitors often coming from Bristol by horse and carriage for holidays. During the 20th century, this land was developed in a piecemeal fashion with the entire triangle built up as residential dwellings by the 1980's.
- 2.22 The latest significant addition to the Parish is the modern housing estate at The Elms which is located to the far west of the Neighbourhood Plan Area. The western boundary of the Neighbourhood Plan Area follows the route of Lodge Lane with houses east of this being located within the Parish, houses west of Lodge Lane being outside of the Neighbourhood Plan Area. Major housing development was granted planning permission here and built out in the 1990's. The estate benefits from close access to the town of Nailsea and its amenities.

Living in the Neighbourhood Plan Area

- 2.23 The Neighbourhood Plan Area is a disparate one, taking in a range of very much geographically separate settlements which each have their own sense of place and identity. This is reflective of how the Parish has evolved through many centuries, with no obvious or organic “sprawl” from one central settlement within a defined individual, or series of, time period(s). Indeed, many residents are surprised at the extent of the Parish boundary, and by association the Neighbourhood Plan Area, because the geographic links between settlements are at times very limited.
- 2.24 The Neighbourhood Plan Area has a population of around 2,300 (Census 2011) and contains approximately 1,000 households. Not all residents, but the vast majority, are located in the following key areas that are shown on plan at **Appendix A.1**.

Wraxall Village

- 2.25 This includes Wraxall Church which hosts events and a meeting venue The Cross Tree Centre. Both sit at the bottom of Wraxall Hill at its junction with the B3130.

- 2.26 Wraxall Primary School is located on the opposite side of the B3130 to the church. There are houses along both Wraxall Hill and the B3130. To the west, there are properties on either side of Tower House Lane.



Figure 5 - Wraxall Primary School

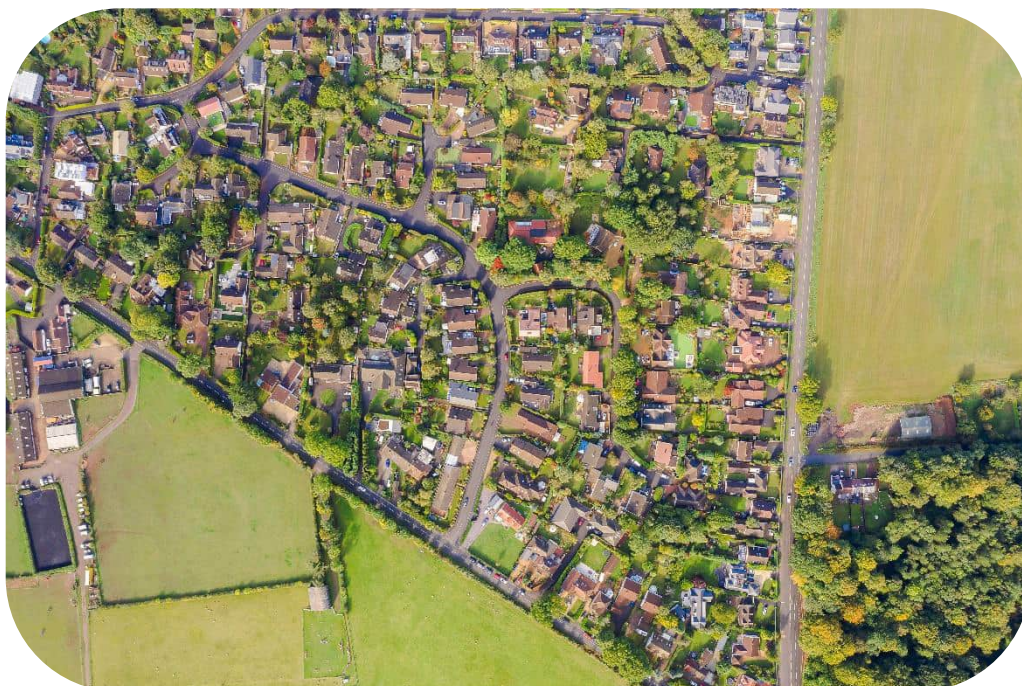
The Grove

- 2.27 Further east along the B3130, there is the Battleaxes Public House which is currently closed and for sale. The Battleaxes is located north of a residential enclave called The Grove comprising a mix of post-war houses and flats, the latter being managed by Alliance Homes. A popular local children’s play area “Millennium Green” is located to the south of The Grove and a local footpath connecting this area with Wraxall Primary School has recently been opened.

Failand Triangle

- 2.28 Located to the east of the Neighbourhood Plan Area closest to Bristol is Failand Triangle, a residential settlement. The triangle is bounded by the B3128 to the north, Flax Bourton Road to the west and Weston Road to the east, the latter extending along the eastern boundary of the Neighbourhood Plan Area.

- 2.29 The Failand Triangle was historically known as the Sixty Acres Plantation. In the early 1900's the development of holiday homes along the road frontages occurred for the use of those travelling by horse and cart from Bristol to spend time in the area outside of the city. The centre of the triangle remained green and divided up into long plots associated with the roadside buildings. This can be seen on the historic tithe map at **Appendix A.2**.
- 2.30 Following the Second World War, the land was built on for housing through piecemeal development with the triangle fully built out by the 1980's. This organic growth is apparent in the Failand Triangle that is seen today, with the eclectic mix of housing densities, design and layout along individual streets, each a reflection of the different builders and time period from when the various developments were conceived.



- 2.31 Today Failand Triangle hosts around 350 houses. Its services are limited, with facilities being the Failand Village Hall, Failand Inn, and Honey and Ginger shop and café all located along the B3128.
- 2.32 There is no primary school and there are no play areas currently serving Failand Triangle although plans and funding are advancing to secure a play area adjacent to Failand Village Hall.
- 2.33 The bus stops along the B3128 have accessibility issues because the Bristol-bound stops are located on the opposite side of the B3128 from the majority of houses.

Lower Failand

- 2.34 This area is geographically distinct from Failand Triangle being located north of the B3128 and accessed primarily from Oxhouse Lane and Horse Race Lane. There are a

limited number of properties fronting on to Sandy Lane with St Bartholomew's Church providing a focal feature in the landscape. Further, scattered houses can be found off this main stretch together with local farms and livery. The Failand and Portbury Cricket Club is located along Horse Race Lane. Lower Failand is tranquil and rural, with tree lined streets and an abundance of locally accessible public footpaths. Possible evidence of medieval earthworks are located east of Sandy Lane.

The Elms

2.35 The Neighbourhood Plan Area boundary (which reflects the Parish boundary) follows the route of Lodge Lane, with only houses to the east of this road being included within the designated Neighbourhood Area.

2.36 Many of the residents use the facilities of Wraxall, particularly Wraxall Primary School, alongside the play area and public open space to the north of Vowles Close and the wider services within the adjoining town of Nailsea. The estate is well served by local buses and is close to local amenities and strategic transport routes.



Figure 7 - Play facilities north of Vowles Close

Services, Facilities and Employment

2.37 All of the key services, facilities and employment sites within the Neighbourhood Plan Area are shown at **Appendix A.3**.

Leisure and Tourism

2.38 At the centre of the Neighbourhood Plan Area, providing a nationally important destination and many local employment opportunities, is Tyntesfield House RPG (see also paragraph 2.54 below). Whilst parts of the RPG have been sold off, the remaining land is now owned by the National Trust and it is host to thousands of visitors per year who arrive to visit the historic house and RPG, which also includes a shop, cafes, woodland, play areas and countryside trails. Holiday let cottages are also on site.

2.39 The remainder of the original estate is split between private landowners and The Belmont Estate, the latter of which is working with the land to provide educational and conservation activities centred around the former Carriage House.

2.40 Wraxall Piece comprises a wide expanse of publicly accessible woods managed by the Forestry Commission. Ashton Hill Plantation, also managed by the Forestry Commission, is located just outside of the Neighbourhood Plan Area and is particularly popular with cyclists (due to the challenging terrain) and dog walkers, with visitors also making use of Honey and Ginger cafe.

- 2.41 Noah's Ark Farm provides a regional attraction for exotic animals and children's play facilities and activities, accessed off the B3128. First opened in 1999, the zoo welcomes over 200,000 visitors per year and is one of the largest employers within the Neighbourhood Plan Area. It is award winning and is one of the busiest tourist attractions in North Somerset having a collection of over 100 large animal species with "close encounter" opportunities, play facilities and education workshops.
- 2.42 Within the far east of the Neighbourhood Plan Area is the Bristol and Clifton Golf Club. The Failand and Portbury Cricket Club is sited between the B3128 and Lower Failand, along Horse Race Lane. The Failand Table Tennis Club is located in the Village Hall in Lower Failand, opposite St Bartholomew's Church.



Figure 8 - Tyntesfield House

Agriculture

- 2.43 There are around ten farms spread throughout the Neighbourhood Plan Area which operate dairy, beef and arable. These expansive uses contribute to both local employment and the distinctive green character of the Neighbourhood Plan Area. Agricultural Land Classifications are shown on plan within **Appendix A.8**.

Education

- 2.44 The Downs School is a private preparatory school of 257 pupils with a pre-prep school and is associated with Bertie's Nursery School. It is accessed off the B3128 west of Failand and is another large employer within the Neighbourhood Plan Area. To the south of the B3130 within the village of Wraxall is Wraxall C of E Primary School.

Care Facilities

- 2.45 Sycamore Lodge Care Home is located off Lodge Lane, on the southern edge of The Elms. Charlton Farm Hospice is run by Children's Hospice South West and is located at the end of Charlton Drive, beyond the Down School.

Retail

- 2.46 Touts, a local convenience store, is situated to the north of the Elms and at the western edge of the Neighbourhood Plan Area. As well as providing a range of day-to-day essentials, Touts also sells local produce from Nailsea-based Bakers Meats and Burchills Greengrocers.

- 2.47 Within the east of the Neighbourhood Plan Area along the B3128 at Failand Triangle there is the Honey and Ginger Farm Shop and Café which sells and serves local and organic food and drink, and The Failand Inn public house.

Community Facilities

- 2.48 The Failand Village Hall is located on the north side of the B3128, in close proximity to Failand Triangle but suffering accessibility issues due to being cut off somewhat from the community by this existing strategic transport route.



Figure 9 - Failand Village Hall

- 2.49 The Cross Tree Centre operates from Wraxall Church providing a meeting and event venue for hire.
- 2.50 In Lower Failand, St Bartholomew's Church is situated within walking distance for the majority of residents there. There is a village hall opposite St Bartholomew's Church and it is the home of the Failand Table Tennis Club.

Wider Employment

- 2.51 Alongside the above facilities which comprise much of the employment opportunities within the Neighbourhood Plan Area, Castacrete Concrete and Fineline are present within the Neighbourhood Plan Area.

Natural and Built Environment

- 2.52 Key environment designations and Public Rights of Way maps are contained within **Appendix A.6**.
- 2.53 All of the Neighbourhood Plan Area is included within the Green Belt with the exception of The Elms. The emerging North Somerset Local Plan 2038 proposes insetting (removing) Failand Triangle from the Green Belt.
- 2.54 The Neighbourhood Plan Area contains eleven Sites of Nature Conservation Interest (SNCI's), and Tyntesfield Estate is a historic Registered Park and Garden (RPG). Many buildings within the Tyntesfield RPG are Listed for their historic architectural and cultural merit. Public access to these designations is available via rural footpaths and bridleways but can be disconnected in safety terms given the need to travel along parts of the B3130 and B3128 to access these areas.
- 2.55 In the valley of the Land Yeo, which runs east-west across the Neighbourhood Plan area, south of the B3130 until it reaches Nailsea, there is land at a high risk of fluvial (river) flooding, designated as Flood Zone 3, and shown at **Appendix A.4**.

What makes Wraxall and Failand Special

- 2.56 It is the distinctly green and rural nature of the Parish which makes Wraxall and Failand an attractive area to live, work and visit, including the nationally recognised Tyntesfield RPG which is located at the centre of the Neighbourhood Plan Area. People live in the area because they are able to access the open countryside on their doorstep, all the while being able to use local community facilities, the wider centre of Nailsea for convenience trips, and being minutes away from the M5 corridor and Bristol City. During consultation, everyone agreed that Wraxall and Failand is a special and unique place to live.
- 2.57 The quality of the openness and greenness of Wraxall and Failand is recognised within its designation as Green Belt covering nearly all of the Neighbourhood Plan Area. The Elms housing estate benefits from an area of designated Local Green Space to the north of the estate. All residents within the Neighbourhood Plan Area benefit from an extensive range of Public Rights of Way shown at **Appendix A.6**, albeit public access to green space is more widely available within the west of the Neighbourhood Plan Area.



Figure 10 - Views across Tyntesfield RPG

- 2.58 There are around ten farms with extensive agricultural land in the Parish along with Tyntesfield RPG and Belmont Estate, providing significant tracts of forest land, and Noah's Ark Zoo which includes 40 hectares of outdoor space. Within the east of the Neighbourhood Plan Area is the Bristol and Clifton Golf Club. All of these facilities contribute to the openness of the Neighbourhood Plan Area in terms of their use and associated green spaces.

The Future

Rural Character

- 2.59 It is clear from the consultation activities carried out and the responses received that Wraxall and Failand is a popular place to live and is highly valued for its close links to Bristol, Nailsea and the M5, combined with its unspoilt built and natural environment. The Neighbourhood Plan Area has a unique character being so well connected and yet remaining rural, green, tranquil and safe.
- 2.60 It is important that any future plans for the Neighbourhood Plan Area seek to protect and enhance the existing, important character of Wraxall and Failand, both for existing residents and for future generations.

Community Cohesion and Infrastructure

- 2.61 There are parts of the Neighbourhood Plan Area that suffer from a lack of facilities and focus for activities, which results in community cohesion being lost. Wraxall village is bisected by the B3130 which makes access between The Grove, the Primary School, Wraxall Church, Tower House Lane and The Elms difficult. Failand Triangle does not currently have walking access to play areas or schools and is separated from the popular Failand Village Hall where a lot of activities are planned, because the B3128 cuts between the houses and land to the north. Traffic volumes due to housing growth within Nailsea remain an issue along routes within the Neighbourhood Plan Area.
- 2.62 Wraxall and Failand Parish Council are working hard to address some of these challenges, securing dialogue and funds to deliver:
- A footpath between The Grove and Wraxall Primary School (now in place).
 - Ongoing discussions to secure the future of the former Battleaxes pub for the benefit of the community.
 - A pedestrian crossing along the B3128 to safely link Failand Triangle's residents and the Honey and Ginger Farm Shop and Café to Lower Failand, the Failand Village Hall and local bus stops with plans to construct a children's play area within the grounds of the village hall.
- 2.63 Together, these improvements will create sustainable "hubs" for both communities, attracting young families and benefitting the lives of those already living in the Neighbourhood Plan Area.
- 2.64 Active dialogue continues with the Tyntesfield Estate (RPG) and Belmont Estate to understand future plans.

Development Pressure

- 2.65 At the time of writing, North Somerset Council has completed consultation on its Local Plan 2038 Preferred Options Document. This consultation document does not currently include any major development allocations located within the Neighbourhood Plan Area. The Local Plan 2038 is currently paused pending consideration of changes to the NPPF consulted upon in early 2023.

- 2.66 It is recognised that North Somerset Council continues to face significant challenges in terms of allocating and delivering sufficient levels of housing and employment growth in line with Government policies. Proposed changes to Green Belt policy recently consulted upon will impact upon this. It is unclear at the time of writing whether any Investment Zone status, for example at Bristol Airport, is a possibility or would have an impact.
- 2.67 The Neighbourhood Plan is assessed against the adopted Development Plan policies and the Government's National Planning Policy Framework (NPPF). It cannot predict future amendments to local and national emerging policies, and neither is it required to do so. On this basis, this Neighbourhood Plan is prepared in the context of the adopted Development Plan with no specific policies around a particular area of growth.
- 2.68 The intention is that the Neighbourhood Plan at this stage instigates a pro-active foundation to determine the overall community views and aspirations linked to land use planning. There would undoubtedly be a need to review the Neighbourhood Plan in the event of a significant change in strategic planning policy context and such arrangements are discussed later within the Neighbourhood Plan at Section 6.



Figure 11 - View across Failand Triangle. Credit: Nick Church Photography
(<http://www.nickchurchphotography.co.uk>)

3 Planning Framework

Introduction

- 3.1 The following information contains a comprehensive assessment of the national and local planning legislation and policy frameworks that have been applied when preparing the Neighbourhood Plan policies.

Neighbourhood Planning

- 3.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be made in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) subsequently confirms within paragraph 2, and specifically footnote 2, that the development plan should be considered to be both the Local Plan and the relevant Neighbourhood Plan.
- 3.3 A neighbourhood plan is prepared in order to guide the long-term development of an area and should reflect its community's priorities about the appropriate location and nature of local development. Underpinning all aspects of any neighbourhood plan is sustainability, with community engagement also crucial to the preparation of the plan. The neighbourhood plan is only approved after a local referendum.
- 3.4 Neighbourhood plans must comply with "basic conditions" and this is set out in much more detail within the Basic Conditions Statement. These tests include a requirement that neighbourhood plan policies remain consistent with strategic policies contained in North Somerset's Development Plan and have regard to the NPPF and its policies.
- 3.5 The relationship between development plans and neighbourhood plans, and the specific role of a neighbourhood plan within plan-making is explained in more detail below within the NPPF titled section below.
- 3.6 Under Section 59(A) of the Community Infrastructure Levy Regulations (2010) (as amended), the planning authority must pass a proportion of CIL receipts to the Parish Council within which any chargeable development is situated (known as relevant receipts). The proportion increases from 15% of relevant CIL receipts to 25% where a neighbourhood plan has been adopted.

National Planning Policy Framework (NPPF)

- 3.7 The NPPF is a material consideration for the purposes of both preparing planning policies (including neighbourhood plan policies) and determining planning applications.
- 3.8 The current NPPF was prepared and published by the (former) Ministry of Housing, Communities and Local Government, now known as the Department for Levelling Up,

Housing and Communities (DLUHC), in 2019 and updated in 2021. Within it, a framework within which locally prepared plans for housing and other development can be prepared is set out. This Framework is known as the development plan.

- 3.9 Within the NPPF policy framework it is anticipated that a Local Plan will be prepared (either jointly or individually) by local planning authorities.
- 3.10 The Local Plan should include strategic policies to address priorities for development and the use of land in the local planning authority's administrative area. "Strategic" policies are defined in the NPPF at paragraphs 20-23 and include those that: set out an overall strategy for the pattern, scale and design quality of places; and, that make provision for land uses, infrastructure and protection of the natural, built and historic environment.
- 3.11 NPPF paragraph 21 makes it clear that strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other "non-strategic" policies.
- 3.12 Local planning authorities may set out non-strategic policies within the Local Plan or within other development plan documents such as Site Allocation or Development Management Development Plan Documents (DPDs).
- 3.13 In addition, neighbourhood planning groups can set out non-strategic policies within a neighbourhood plan.
- 3.14 Both strategic and non-strategic policies sit alongside each other as part of the overall development plan for an area and all have full weight in the determination of planning applications once adopted or "made".
- 3.15 NPPF paragraph 30 states that once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict (*our emphasis*); unless they are superseded by strategic or non-strategic policies that are adopted subsequently.
- 3.16 The Basic Conditions Statement sets out how this Neighbourhood Plan and its policies have been created having had (or with) regard to the NPPF.

North Somerset Council's Development Plan

- 3.17 The Neighbourhood Plan Area is located within the local planning authority administrative area of North Somerset Council.
- 3.18 The currently adopted Development Plan for North Somerset contains the following:
- North Somerset Core Strategy – akin to a Local Plan, the Core Strategy was adopted in 2017 and sets out the local planning authority's strategic policies.
 - Sites and Policies Plan Part 1: Development Management Policies – this Development Plan Document sets out the local planning authority's non-strategic policies, providing detailed policies for planning issues including transport, design, housing, employment, retail and the built and natural environment.

- Sites and Policies Plan Part 2: Site Allocations Plan – contains non-strategic policies relating to specific sites that are allocated to meet the strategic policies within the Core Strategy.
- West of England Joint Waste Local Plan - sets out the vision and objectives for sustainable waste management and the planning framework up to 2026 reflecting the waste hierarchy, alongside Development Management policies.
- Abbots Leigh, Ham Green, Pill and Easton-in-Gordano Neighbourhood Plan – made in 2021 and its neighbourhood plan area is situated between Wraxall and Failand to the south-west and Bristol to the east.
- Backwell Neighbourhood Plan – made in 2015 and located to the south of the Neighbourhood Plan Area.
- Claverham Neighbourhood Plan – made in 2018 and does not share a boundary with the Neighbourhood Plan Area.
- Congresbury Neighbourhood Plan – made in 2019 and does not share a boundary with the Neighbourhood Plan Area.
- Long Ashton Neighbourhood Plan – made in 2015 and its neighbourhood plan area is situated between Wraxall and Failand to the west and Bristol to the east.
- Yatton Neighbourhood Plan - made in 2017 and does not share a boundary with the Neighbourhood Plan Area.

3.19 A list of adopted Development Plan strategic policies that are relevant to the Neighbourhood Plan are contained within the Basic Conditions Statement.

3.20 NPPF paragraph 37 states that neighbourhood plans must meet certain basic conditions and other legal requirements before they can come into force, tested through an independent examination before the neighbourhood plan may proceed to referendum. Neighbourhood plans are not subject to the tests of soundness that apply to Local Plans.

3.21 The Basic Conditions Statement assesses this Neighbourhood Plan's conformity with the strategic policies of the development plan with specific reference to the following basic condition tests:

- having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the order (or neighbourhood plan).
- the making of the neighbourhood plan contributes to the achievement of sustainable development.
- the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for North Somerset.
- the making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations.

The Plan Period

3.22 The Neighbourhood Plan is intended to cover a plan period of 2022 – 2038, reflecting the plan period of the emerging Local Plan 2038 and the remainder of the existing Development Plan Framework.

Wraxall & Failand Neighbourhood Plan

- 3.23 As is required with the Basic Conditions, policies within this Neighbourhood Plan have been prepared to be consistent with strategic policies within the current, adopted Development Plan (see above).
- 3.24 At the time of writing, the Neighbourhood Plan Policies set out are also considered to be broadly consistent with what is emerging within the Local Plan 2038 consultation. It is appreciated that any conflict between this Neighbourhood Plan and the final adopted Local Plan 2038 may reduce the weight of some policies. Further consideration of this is provided later in this Neighbourhood Plan at Section 6.

4 Vision and Objectives

Introduction

- 4.1 The Government's Planning Practice Guidance encourages neighbourhood planning to provide the opportunity for communities to set out a positive vision for how they want their community to develop over the next decades in ways that meet identified local need and make sense for local people. The neighbourhood plan should put in place planning policies that will help deliver that vision or grant planning permission for the development that the community want to see.

Vision

- 4.2 The vision for Wraxall and Failand Neighbourhood Plan was initially developed by a Steering Group and was received positively at subsequent consultation events. The vision is as follows:

"Wraxall and Failand will continue to seek protection and enhancement of the area's rural character, maintaining and improving access to the Green Belt to promote healthy lifestyles, and bringing the community together through the provision and improvement of local services and engagement with local residents. By 2038, the Parish will have built upon its existing distinctiveness to deliver the type of places that allow people of all backgrounds to live, play and work peacefully in the Parish."

Objectives

- 4.3 In order to deliver the long-term vision above for the Neighbourhood Plan Area, the following over-arching objectives have been identified for the Neighbourhood Plan:
1. To protect and enhance the Green Belt.
 2. Retain and enhance important local facilities and green spaces.
 3. In circumstances where growth is identified, phase and where possible fund adequate strategic and local infrastructure.
 4. Encourage high quality and locally distinctive design which blends with the local vernacular rather than competing.
 5. Support the expansion and diversification of existing and new local businesses and homes for local people and small-scale renewable projects.

5 Neighbourhood Plan Policies

Introduction

- 5.1 This section of the Neighbourhood Plan sets out the local policies that apply to all new development proposals in the Neighbourhood Plan Area. These policies will form part of the statutory development plan and as such will be a material consideration within the determination of planning applications.
- 5.2 The policies should be read in conjunction with the Neighbourhood Plan Policies Maps which are included at **Appendix B**.

Policy WF1: Community Facilities

Policy WF1

Development proposals affecting the following Community Facilities (shown within Appendix B and identified within the inset maps) should safeguard, and where practicable enhance, the facility for community use. Proposals for development which would unacceptably detract from its amenity value and/or reduce public access, will not be supported.

- Wraxall Church (and Cross Tree Centre)
- Wraxall Club
- Battleaxes public house
- Millennium Green
- Failand Village Hall
- The Failand Inn public house
- St Bartholomew's Church
- Failand and Portbury Cricket Club
- Playing Fields north of Nailsea

Proposals which make provision for services and facilities for young people, in particular, recreation, sport, informal leisure and youth club provision, and those which would provide new or improved local services, will be supported. Schemes to increase the recreation and play on offer for all ages of children and young people at the Failand Village Hall and Millennium Green will also be supported.

Justification

- 5.3 Each Community Facility listed within Policy WF1 above is defined on the inset maps contained at **Appendix B**.

- 5.4 Policies within the National Planning Policy Framework (NPPF) paragraphs 92 and 93 and North Somerset Council's Core Strategy Policy CS27 and Development Management Policies DPD Policies DM68 and 69 seek to protect existing sporting, cultural and community facilities.
- 5.5 The intention of Policy WF1 is to build upon these wider policy provisions to identify locally important facilities that are specific to Wraxall and Failand and, in addition, to encourage the provision and improvement of facilities within the Neighbourhood Plan Area, essentially providing a non-strategic Development Plan policy for their specific protection and enhancement.
- 5.6 Within the community, there is a high level of value attributed to the above local facilities, which was apparent through survey and in-person consultation, as set out in detail within the Consultation Statement. Aligned to this is the need to ensure that the ability to extend and improve existing facilities is not compromised through new development. Facilities providing day-to-day services and focal meeting and events venues are particularly important, because these are few and far between in the context of a very geographically large Parish with dispersed communities.
- 5.7 The Neighbourhood Plan vision highlights the need to bring the community together through the protection and enhancement of services and therefore Policy WF1 is key to delivering upon this.
- 5.8 In all cases, the setting and surroundings of the Community Facilities identified is also important in terms of how the facility functions for the community and any impacts on these features should be considered and addressed within any development proposals. In this way the provision of social, recreational and cultural facilities is positively planned for in line with the NPPF Section 8.

Policy WF2: Local Green Space

Policy WF2

The following areas are to be designated as Local Green Space and are identified on the Policies Map (Appendix B):

- The Elms Open Space
- Tower House Woods (west of Tower House Lane)
- Wraxall Primary School Playing Fields
- Millennium Green
- Wraxall Piece (N.E. of Failand Triangle)

Inappropriate development will be resisted, consistent with NPPF paragraph 103 and the conclusions of the Wraxall and Failand Local Green Space Assessment.

Planning permission for development which adversely affects a Local Green Space designation will not be granted except in very special circumstances and where it does not conflict with the Local Green Space Schedule (Appendix E).

Appropriate development proposals which provide opportunities to enhance the beneficial use of the Local Green Spaces and access to them will be encouraged.

Justification

- 5.9 The locally important areas designated as Local Green Space in Policy WF2 are all located in the Green Belt and as such are already afforded a high degree of protection through the NPPF and adopted Development Plan.
- 5.10 Policy WF2 is consistent with strategic Green Belt and sustainable development policies, insofar as it will not prejudice the objectives of the Green Belt or the strategic and spatial policies contained within the adopted Development Plan. This consistency is assessed in more detail within the accompanying Basic Conditions Statement. Whilst the emerging Local Plan 2038 is at an early stage and is paused pending progress on NPPF consultation changes, there is no indication based on the material published to date that Policy WF2 would be inconsistent with future strategic policies or spatial priorities for growth. None of the land identified for Local Green Space designation is proposed to be allocated for growth or contributes to the achievement of sustainable development.
- 5.11 It is very important to understand that the purposes of a Local Green Space designation, in terms of protection, are different to the wider Green Belt designation. This is because the Local Green Space objectives and their features of which make them locally special are not purely limited to the objectives of the Green Belt. This therefore justifies the inclusion of a non-strategic policy for these areas' protection and enhancement.

- 5.12 All of the areas designated as Local Green Space also hold intrinsic value because they contribute to the distinctive character of the Neighbourhood Plan Area. This was recognised through community consultation where over 85% of respondents to surveys identified the provision and maintenance of open space, the rural character of the parish and access to the countryside as the most important issues locally.
- 5.13 Their protection through Local Green Space designation will contribute to the Neighbourhood Plan vision by protecting and improving the area's rural character, maintaining and improving access to the Green Belt, and promoting healthy lifestyles, encouraging delivery of the recommendations of the Local Green Space Assessment where they align with land use planning proposals.
- 5.14 All areas designated as Local Green Space are defined on the inset maps contained at **Appendix B**.

Policy WF3: Community Cohesion

Policy WF3

Planning applications for major residential development in the Neighbourhood Plan Area are encouraged to provide evidence to demonstrate how the new communities created by development will be positively integrated with the existing communities within the Neighbourhood Plan Area. This evidence should address the following matters:

- The anticipated economic, environmental and social impact of the new community on the existing community.
- Demonstrate how the development will create safe and high-quality walking and cycling links between new development and existing educational, social and community facilities in the Parish in accordance with the Community Facilities Policy.
- Explain what other steps will be taken to ensure that new community facilities and open spaces will be accessible to existing residents.

Justification

- 5.15 Policy WF3 aligns with the pre-application engagement principles set out within NPPF paragraphs 38 – 46 and the social, environmental and economic pillars for development planning within NPPF paragraph 8. In addition, the wider Development Plan does not contain specific policies aligned to the NPPF guidance. For these reasons it is important that such principles are contained within a non-strategic policy so that the above listed considerations within Policy WF3 are taken into account within major development proposals in particular.
- 5.16 Major new development proposals would be expected to demonstrate how any proposals will link into, and improve connectivity with, existing settlements to deliver

the vision of the Neighbourhood Plan and achieve healthy, safe and inclusive places for the future of the Neighbourhood Area. Such considerations would be expected to be included within a Planning Statement and/or Design and Access Statement and could use Building for a Healthy Life 2020 standards (or similar) to demonstrate acceptability.

- 5.17 It is expected that such considerations would be undertaken in close liaison with the Parish Council and community to identify opportunities for safe and high-quality travel links and social, economic and environmental improvements.
- 5.18 Developments which create “satellite” places which function in isolation from the wider community will not be supported.

Policy WF4: Cycling, Walking and Wheeling Networks

Policy WF4

Development proposals must demonstrate through proportionate transport assessment how the safety, legibility and capacity of the existing walking, cycling and wheeling network will be impacted, and where appropriate be protected and/or mitigated to ensure that routes are not reduced in value in terms of these aspects. Development proposals will be supported where new or enhanced walking, cycling and wheeling connections will be delivered.

Justification

- 5.19 The need to provide for all forms of transport, particularly sustainable modes, is recognised within NPPF Section 9 and North Somerset Council’s Core Strategy Policies CS1, CS10 and CS12 and Development Management Policies DPD Policies DM25, DM26 and DM32.
- 5.20 The Public Rights of Way map which is included at **Appendix A.6** shows the extensive pedestrian routes across the Neighbourhood Plan Area, some of which allow for cycling. These routes are really important because of the geographical separation between the settlements within the Neighbourhood Plan Area and the lack of safe cycling and walking routes via the local road network. The two primary routes of the B3130 and B3128 are fast and without pavements, unsuitable for walking, particularly at night. Local routes such as Wraxall Hill and Oxhouse Lane are also subject to high speeds, are unlit and unpaved, and in many cases would not allow for two vehicles passing and a cyclist, leading to user conflict where care is not taken.
- 5.21 Despite the extensive size of the Neighbourhood Plan Area which encompasses one of the largest parishes in North Somerset, the national cycle network is limited to Route 33 along Lodge Lane and Route 334 running through Lower Failand. The propensity for commuting by bicycle based on 2011 census data is 5% and this number is likely to be higher now due to the wider agenda of reducing climate emissions, health and wellbeing, and the cost of living crisis, that have risen to the fore post-pandemic.

- 5.22 Consultation before and during the Regulation 14 consultations included a desire to see connection improvements for wheelchair and level access. Given that approximately 40% of the population of the Neighbourhood Plan Area is either below 10 years or 60+ years of age (Census 2011), the quality of access alongside availability of routes will be important to improve mobility and connections into, out of, and around the Area.
- 5.23 For the reasons above, a locally specific, non-strategic policy to protect and enhance local walking, cycling and wheeling (disabled and level access) routes is considered to be justified. In addition, the Parish Council will engage with the wider North Somerset Council Active Travel Action Strategies to identify future priorities and improvements.
- 5.24 In addition to the Public Rights of Way map in **Appendix A.6**, maps of the cycling network are shown at **Appendix C**. The following key commuter/recreation cycle routes are identified:
- **Lodge Lane** is an increasingly busy, often single width, country lane that sits between two traffic free cycling infrastructures on Route 33 of the national cycling network. In comparison, Festival Way in the parish of Backwell is a popular piece of infrastructure; this is due to its traffic free, direct and well surfaced path. Children, cyclists and walkers use this path for commuting and recreation purposes. However, as Nailsea and surrounding areas expand, the route shown at **Appendix C** is becoming increasingly unsafe as the volume of traffic increases for drivers finding alternative routes. Improvements should focus on providing a safe link here as priority.
 - The **B3130** is mostly used for recreation with groups of cyclists passing through the Neighbourhood Plan Area. It is used for some commuting, however. Most cyclists would prefer the longer route using Festival Way to reach Bristol if commuting from the north. The road is fast with a number of pinch points and blind corners. Infrastructure improvements to directly link Wraxall and Nailsea together alongside improvements to this existing route would be welcomed.
 - **Belmont Hill** is a very popular hill for recreation purposes and the road is closed once a year for an annual hill climb competition. The propensity for it to serve as a main commuter route is very limited due to the topology and location. There are some small safety improvements that could be made for some of the corners. A recent example is the Parish Council installing mirrors at the top of the hill by the car park to increase visibility. Conflicts arising from cars overtaking cyclists on blind bends along a steep gradient should also be taken into account.
 - The **B3129** would have some scope for improvement given its width. The propensity for commuting is slightly higher as it directly connects Failand to south Bristol and Clifton. Still, the main use would be amongst recreation users and clubs who would use it as a link, with safety concerns around multi-user conflicts and speed of vehicle traffic.

- The **B3128** (as with the B3129) mainly serves as a link for recreation. Some potential exists around Failand to provide some improvements. However, these would be heavily constrained by the roads that directly serve Failand, being B roads.

5.25 Opportunities to walk, wheel and cycle off road must be encouraged in order to reduce highway safety conflicts and to promote connectivity between settlements. This goes hand in hand with the wider priorities of the community and this Neighbourhood Plan to maximise opportunities for walkers, cyclists, wheelchair and mobility scooter users of all abilities to access the Green Belt and wider countryside.

Policy WF5: Traffic and Transport

Policy WF5

Major development proposals which create either individual or cumulative significant impacts on the highway network will be required to acceptably mitigate these impacts through highway improvements and/or financial contributions towards their mitigation. Contributions will be used to mitigate the congestion and safety impacts of the development.

Proposals involving highway alterations or provision of new roads must ensure there is sufficient capacity to accommodate peak time traffic and that road safety, in particular for pedestrians and cyclists, is demonstrably factored into the scheme.

Justification

- 5.26 Highway impacts from major planning applications are principally dealt with within North Somerset Council's Development Management Policies DPD at Policy DM24, with other DPD policies focusing on sustainable travel and the protection of land for junction and rail improvements. Policy DM24 is considered to be a non-strategic policy and would have been considered under the previous NPPF 2012, rather than the prevailing NPPF 2021.
- 5.27 Policy WF5 has been included to provide a more proactive approach to dealing with the impacts of highway safety and traffic increases resulting from new development, by making it clear how development can proceed to be considered acceptable in transport terms. In this respect, it is considered to better align with the requirements of NPPF paragraphs 110 and 111 to ensure that significant impacts from development on the transport network, particularly on highway safety, can be mitigated.
- 5.28 Highway safety is really important for the Neighbourhood Plan Area where two strategic roads (B3130 and B3128) cross the Parish east to west and are used by thousands of vehicles per day as demonstrated within the traffic flows data contained at **Appendix D**. Existing highway safety issues are centred around vehicle users entering and exiting junctions on to these strategic routes and this is discussed within

the Parish Council's Traffic Flows Report contained at **Appendix D**. It is recognised that existing highway safety concerns are not a land use planning matter. However, the ability of new developments to mitigate their impacts appropriately clearly is.

- 5.29 Policy WF5 is in general conformity with strategic Core Strategy Policy CS10 and this is explained in detail within the Basic Conditions Statement.

Policy WF6: Rural Diversification

Policy WF6

New development to provide ancillary uses, including to support the diversification of existing rural businesses (including farming), will be supported.

Particular support will be given to the following uses:

1. Food production
2. Café or restaurant
3. Farm or local produce shops
4. Business start-up units
5. Leisure
6. Holiday lets
7. Affordable housing for local need including agricultural workers and care workers

Given the extent of Green Belt in the Neighbourhood Plan Area, proposals will need to be consistent with the NPPF and strategic Development Plan Policies regarding appropriate development in the Green Belt. In this regard, proposals should focus on the change of use of existing buildings or the extension, alteration or replacement of existing buildings, where appropriate.

Proposals should be of an appropriate scale and siting and integrate well with the existing built development, character of the site, its accessibility and its biodiversity value, including opportunities for enhancement.

Justification

- 5.30 Supporting thriving rural communities is a core principle within the NPPF and specifically NPPF paragraphs 84 and 85. NPPF paragraph 84 specifically directs that planning decisions should enable the diversification of agriculture and other land-based rural businesses. In the absence of adopted strategic Development Plan policies in relation to rural diversification, Policy WF6 provides local support given the rural nature of the Neighbourhood Plan Area and the importance of its rural economy.
- 5.31 There is a need to balance support for diversification with the Green Belt designation and associated NPPF and strategic Development Plan Policies which are clear in terms

of what constitutes appropriate and inappropriate development. The protection and enhancement of the Green Belt and support for rural diversification are both objectives of the Neighbourhood Plan Vision.

- 5.32 The support afforded in this policy also needs to be determined in accordance with wider policies, particularly around community cohesion, erosion of the permanent population (through 2nd homes and holiday let change of use), high quality design, traffic and highway safety, and consideration of appropriate densities.
- 5.33 Policy WF6 will help to deliver upon the Neighbourhood Plan vision and objectives in terms of enhancing local distinctiveness and supporting the diversification of local businesses. Rural employment sites are a critical component of the local green and rural character as explained within Section 2 of this Neighbourhood Plan, with much of the area used as such at Tyntesfield RPG and Belmont Estates, Noah's Ark Zoo and the number of working farms within the Parish. These businesses must be permitted to thrive and change where appropriate to maintain the vitality of the Neighbourhood Plan Area as a whole.

Policy WF7: Planning for Green Infrastructure, Biodiversity and Food Production

Policy WF7

Development must make adequate provision for green infrastructure, including the enhancement of existing provision where appropriate. The scale and extent required will depend on the nature of the development and the existing quantity and quality of provision in the locality.

Opportunities to retain, improve and/or create green infrastructure should be taken, having regard to the North Somerset Green Infrastructure Strategy which refers to strategic green infrastructure corridors, key green infrastructure assets, and the Nature Recovery Network. Examples of green infrastructure include the network of wooded paths in Wraxall and Failand.

Measures to protect and enhance biodiversity and retain and improve connections between green spaces, wildlife corridors and habitats such as those within Sites of Nature Conservation Interest will be encouraged.

Proposals should, where feasible, avoid the loss of, or damage to, mature trees and hedgerows, not only those subject to Tree Preservation Orders, and respect the pattern and form of the landscape.

New development should enhance the quality of public spaces and the streetscape within built-up areas, including new tree and hedge planting (particularly deciduous) where appropriate.

Sustainable drainage, and integrating drainage infrastructure into green infrastructure will be encouraged, including use of tree planting to help combat flooding.

Developments are encouraged to provide opportunities for gardening, for wildlife and for food production (including allotments) within existing and new residential areas, including use of underutilised land where appropriate.

Justification

- 5.34 The NPPF defines Green Infrastructure (GI) as 'a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
- 5.35 The Neighbourhood Plan is rich in biodiversity habitat and opportunities which range from the wide-scale initiatives of the Tyntesfield RPG and Belmont Estates to small-scale domestic hedgerows and trees, such as the holly hedge alongside the B3130, which form important local connections between habitats and strong local landscape references. This is evidenced within NSC's Green Infrastructure Strategy which designates Strategic Green Infrastructure Corridors including woodland within the North Somerset & Mendip Bats SAC and the floodplain valley of the River Land Yeo, both within the Neighbourhood Plan Area. Some areas of the Neighbourhood Plan Area benefit from designation as Sites of Nature Conservation Interest (SCNI).
- 5.36 New development proposals within the Neighbourhood Plan Area should consider any direct or indirect impacts arising on these designations and give consideration to the potential for links between these designations that are important for wildlife habitat and associated commuting patterns of protected species to ensure that their overall value is not degraded.
- 5.37 It is vital that all new developments assess and understand both impacts and opportunities arising from proposals to protect biodiversity, trees and green infrastructure for the benefit of both wildlife and communities in line with the Neighbourhood Plan vision and objectives.

Policy WF8: Phasing of Infrastructure within Development

Policy WF8

New development will be required to provide and contribute towards the provision of services, facilities and infrastructure at a rate, scale and pace to meet the needs and requirements that are expected to arise from that development. All new development that generates a demand for infrastructure will only be permitted if the reasonable and necessary on and off-site infrastructure required to support and mitigate the impact of the development is provided. This should either already be in place or secured through a reliable mechanism (such as a legal agreement) to ensure that it will be delivered at the time and in the location it is required.

In determining the nature and scale of any planning obligations, viability issues will be taken into account where this is clearly demonstrated through open book negotiation and independent, qualified review to be funded by the developer.

Justification

- 5.38 Paragraph 26 of the NPPF describes how local planning authorities should work with other authorities and infrastructure providers to assess the quality and capacity of infrastructure and its ability to meet forecast demands. This can relate to both strategic infrastructure and also more local, non-strategic provision including such things as public realm, open space, community facilities and transport connections.
- 5.39 To inform and support Policy WF8, a Local Infrastructure List will be prepared in the future. This could set out the Neighbourhood Plan Area's infrastructure priorities by taking into account community and stakeholder consultation as set out in the Consultation Statement. This would then form a basis for the prioritisation of Community Infrastructure Levy "meaningful proportion" and could also inform Section 106 negotiations where relevant infrastructure meets the tests contained within NPPF paragraph 57.
- 5.40 The phasing and delivery of infrastructure is a land use planning matter and is also critical to the success of the Neighbourhood Plan vision and objectives set out within Section 4 above. The Neighbourhood Plan Group will continue to actively monitor infrastructure delivery and work with key partners, infrastructure providers and stakeholders in understanding infrastructure deficits and meeting forecast demand. Finance available towards infrastructure through planning obligations is expected to be oversubscribed and therefore the Neighbourhood Plan Group will actively pursue alternative funding sources to meet any identified funding gaps.
- 5.41 In instances where infrastructure requirements impact on the viability of a development, the nature and scale of any planning obligations should be robustly

identified, using appropriate viability assessment based on an 'open book' and any demonstration of viability constraints based on an agreed financial appraisal model. It should however not be assumed that development will be allowed which is unable to meet identified infrastructure requirements.

Policy WF9: Building Design and Sustainability

Policy WF9

New developments are encouraged to maximise energy efficiency by integrating the use of renewable and low carbon energy wherever feasible. Proposals will be supported which maximise opportunities for on-site renewable forms of energy, including but not limited to:

- Solar photovoltaic and thermal panels
- Air and ground source heat pumps
- Combined heat and power
- Other domestic small-scale renewable technologies, including community delivered renewable schemes

Proposals for new buildings that achieve zero or near zero net energy consumption (Passivehaus standards) will be supported.

Proposals for new development which demonstrate sustainable design and construction techniques will also be supported including:

- Waste and recycling during construction and operation
- Conserving water resources and avoiding areas at risk of all forms of flooding. All new dwellings will be expected to include measures to minimise water consumption including rainwater harvesting or other methods of capturing rainwater for use by the residents. The impact on flood risk from development should be minimised and opportunities maximised to implement sustainable urban drainage systems through use of green roofs, swales, planting and ponds etc.
- Choosing appropriate materials with consideration for the type, lifecycle and source.
- Flexibility and adaptability, allowing for future modification of use and layout, facilitating future refurbishment and retrofitting.
- Opportunities to incorporate measures which enhance the biodiversity value of developments such as green roofs
- Shading

Applications for development are encouraged to demonstrate a higher standard of energy efficiency than current Building Regulations or compliance with BREEAM, LEED or equivalent standards in use at the time of submission.

Justification

- 5.42 In February 2019, North Somerset Council declared a Climate Change Emergency with aspirations for all new developments to be carbon neutral by 2030 and with a focus on reducing the impacts of private vehicle emissions which contribute to around 43% of North Somerset's greenhouse gas emissions.
- 5.43 It is considered that recognition of this climate change emergency is required to be included through a non-strategic policy in the absence of being up to date within adopted strategic policies of the Development Plan.
- 5.44 The Code for Sustainable Homes was withdrawn by the Government in 2015 and this has been replaced by new national technical standards which include new additional optional Building Regulations regarding water and access as well as a new national space standard (this is in addition to the existing mandatory Building Regulations). Approved Building Regulations Document Part S, which came into force in June 2020, also requires all new build homes to provide at least one electric vehicle charging point per new dwelling.
- 5.45 It is the intention of Policy WF9 to promote consideration of sustainability and carbon reducing measures at the very earliest stages of design conception to ensure that new development proposals meet the requirements of this policy and also the latest Building Regulations which mirror this approach. High quality and energy efficient design will be the primary means to mitigate potential sustainability disbenefits associated with increased vehicle travel, given the limited opportunities to link new housing and employment to wider services within a distinctly rural area.
- 5.46 In view of the above and the vision and objectives of this Neighbourhood Plan, it is considered that climate sustainability and adaptation should be a core theme within all new developments to ensure that they contribute positively to combatting climate change and its effects, particularly with regards to carbon emissions, building performance and efficiency and the use of multi-functional drainage and ecological systems, in line with the aspirations of the wider Climate Change Emergency which is not yet recognised within the adopted Development Plan that was adopted prior to the Emergency being declared.

6 Neighbourhood Plan Review

When is a review required?

- 6.1 The Neighbourhood Plan is assessed against the adopted, strategic Development Plan Policies and NPPF. It cannot predict future amendments to local and national emerging policies and neither is it required to do so.
- 6.2 The emerging North Somerset Local Plan 2038 is at an early stage and is under consideration following proposed changes to the NPPF consulted upon in early 2023. The timetable for its progression towards adoption is, at the time of writing, unclear.
- 6.3 The Neighbourhood Plan therefore assumes the following based on the information available at the time of writing:
- There will be no major housing or employment allocations within the Neighbourhood Plan Area (currently there are no major development allocations for the Neighbourhood Plan Area within adopted and emerging Development Plan policies however, no control exists in terms of the submission of planning applications for such proposals).
 - The Green Belt designation within the Neighbourhood Plan Area will remain unchanged with the exception of Failand Triangle which is proposed to be inset from the Green Belt within the North Somerset Local Plan 2038 Preferred Options consultation that is separate to this Neighbourhood Plan.
 - The settlement boundary for Nailsea that is within the Neighbourhood Plan Area will remain unchanged and no new settlement boundaries will be designated within the Neighbourhood Plan Area.
 - Policies and definitions in relation to “appropriate” and “inappropriate” development within the Green Belt will remain in line with NPPF paragraphs 149 and 150.
- 6.4 Where one or more of the above criteria are no longer met, the need or otherwise for a review of the Neighbourhood Plan will be assessed. In the event that a full or partial review of the Neighbourhood Plan is necessary it will be undertaken from that point onwards.
- 6.5 In the event that none of the criteria are met, it is still recognised that the Neighbourhood Plan, being part of the wider Development Plan, is a living document. As time progresses from the drafting and adoption of this Neighbourhood Plan, planning policy and local circumstances will change. The basic conditions for a neighbourhood plan require it to be consistent with national planning policies and generally compliant with the strategic policies contained in the Development Plan. Where inconsistencies arise through the progression of both national and local policy-making, less weight may be applied to the Neighbourhood Plan policies in the future.

- 6.6 Therefore in any case, a review of the Neighbourhood Plan is recommended every five years, aligned with the same requirement for the preparation and review of local plans and spatial development strategies within NPPF paragraphs 31-33.

Potential scope of future review

- 6.7 It is acknowledged that this Neighbourhood Plan has been prepared against the backdrop of an emerging Local Plan which is currently at an early stage of preparation.
- 6.8 The progression of the Local Plan, in terms of proposed development allocations, does not currently have a profound impact on the priorities of the Neighbourhood Plan, because there are no major development allocations included within the Neighbourhood Plan Area. However, it is recognised that there is some potential for this to change following adoption of this Neighbourhood Plan.
- 6.9 The above, combined with the desire to progress this Neighbourhood Plan expediently, inevitably means that not all land use planning issues raised within the consultation activities are able to be addressed at this point. This is why the review process is so important because some of the matters raised through consultation are able to be explored more robustly through a review of the Neighbourhood Plan. Some known future priorities are listed below, although this list is by no means exhaustive:

Wraxall and Failand Community Hub Designations

- 6.10 The overall vision, objectives and policies in this Neighbourhood Plan include an emphasis on the improvement of local connections and services. In time, and with the provision of these connections and services, there may be opportunity to designate community hubs for Failand Triangle (centred around the village hall) and Wraxall village. However, it is acknowledged that to include these hubs within Neighbourhood Plan policies cannot at this stage be demonstrated to be deliverable within the control of the Neighbourhood Plan Steering Group. These hubs do remain as an important aspiration for the future.

High Quality and Exceptional Design

- 6.11 Design is becoming increasingly important at a national and local planning policy level and the same is true for the aspirations of both the Parish Council and community within the Neighbourhood Plan Area. In recent times, the area has been subject to good and bad examples of the design of new development as have surrounding neighbourhood plan areas within North Somerset. Specific issues have been raised concerning proposed residential extensions within Failand Triangle where new developments are not considered to blend well with the existing character and vernacular of the settlement.
- 6.12 In considering the above in some detail, it became apparent that, in order to adopt meaningful policies which go above and beyond existing Development Plan policies in terms of local distinctiveness, a considerable evidence base would be required.
- 6.13 Within any review of the Neighbourhood Plan, we would like to explore funding and technical support options to prepare a Local Design Code which would inform future

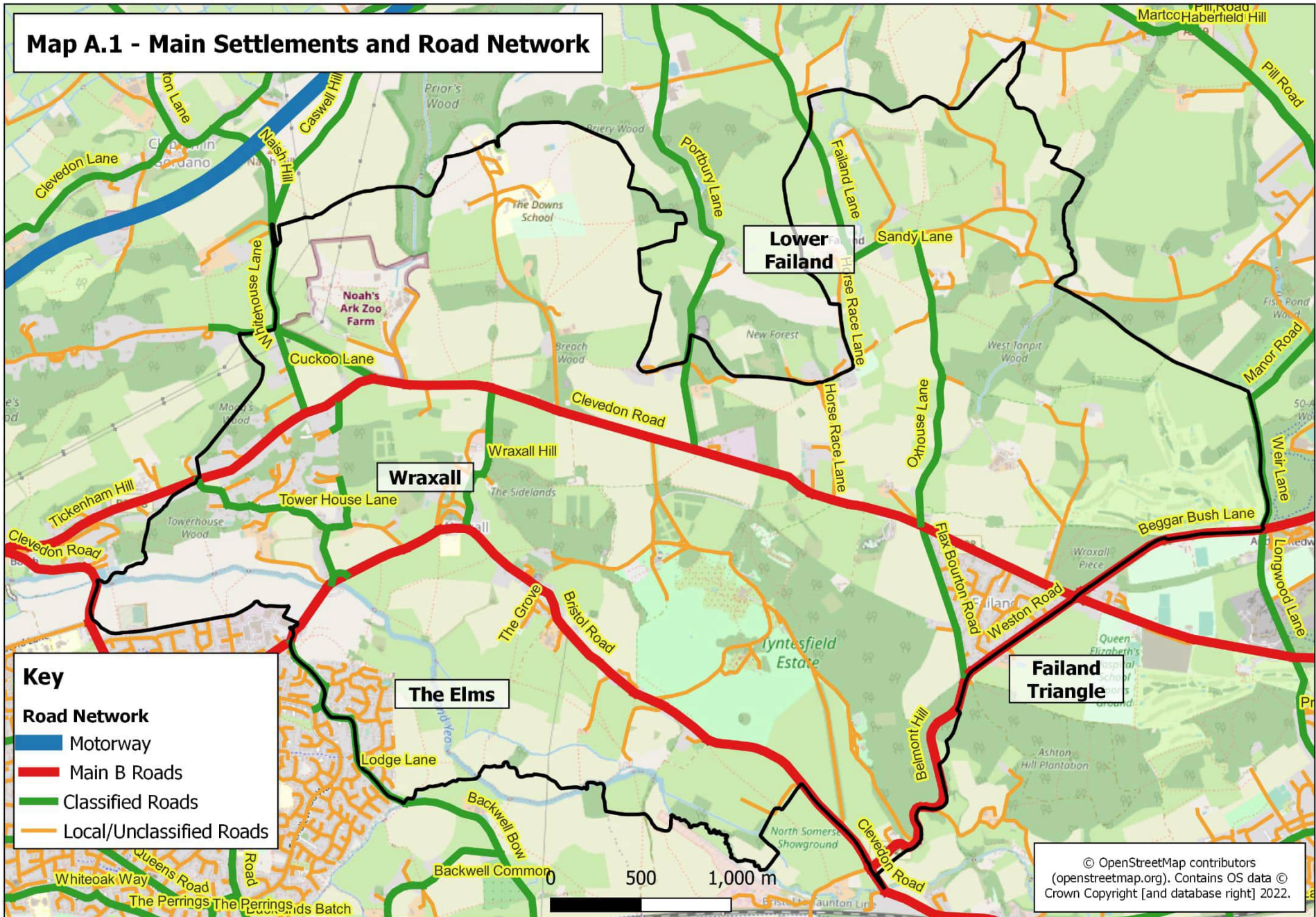
Neighbourhood Plan policies for locally distinctive design requirements for all new development including householder extensions and the re-development of existing properties. We understand that this is a priority for communities particularly in Failand. It has not been possible to robustly evidence and therefore justify a specific approach for Failand within the time constraints and scope of work for this Neighbourhood Plan. Depending on timescales, this would also seek to include any development allocations proposed within the Neighbourhood Plan Area within the emerging Local Plan. Any future Local Design Code would need to take account of any and all permitted development rights in force at that time.

Affordable Housing

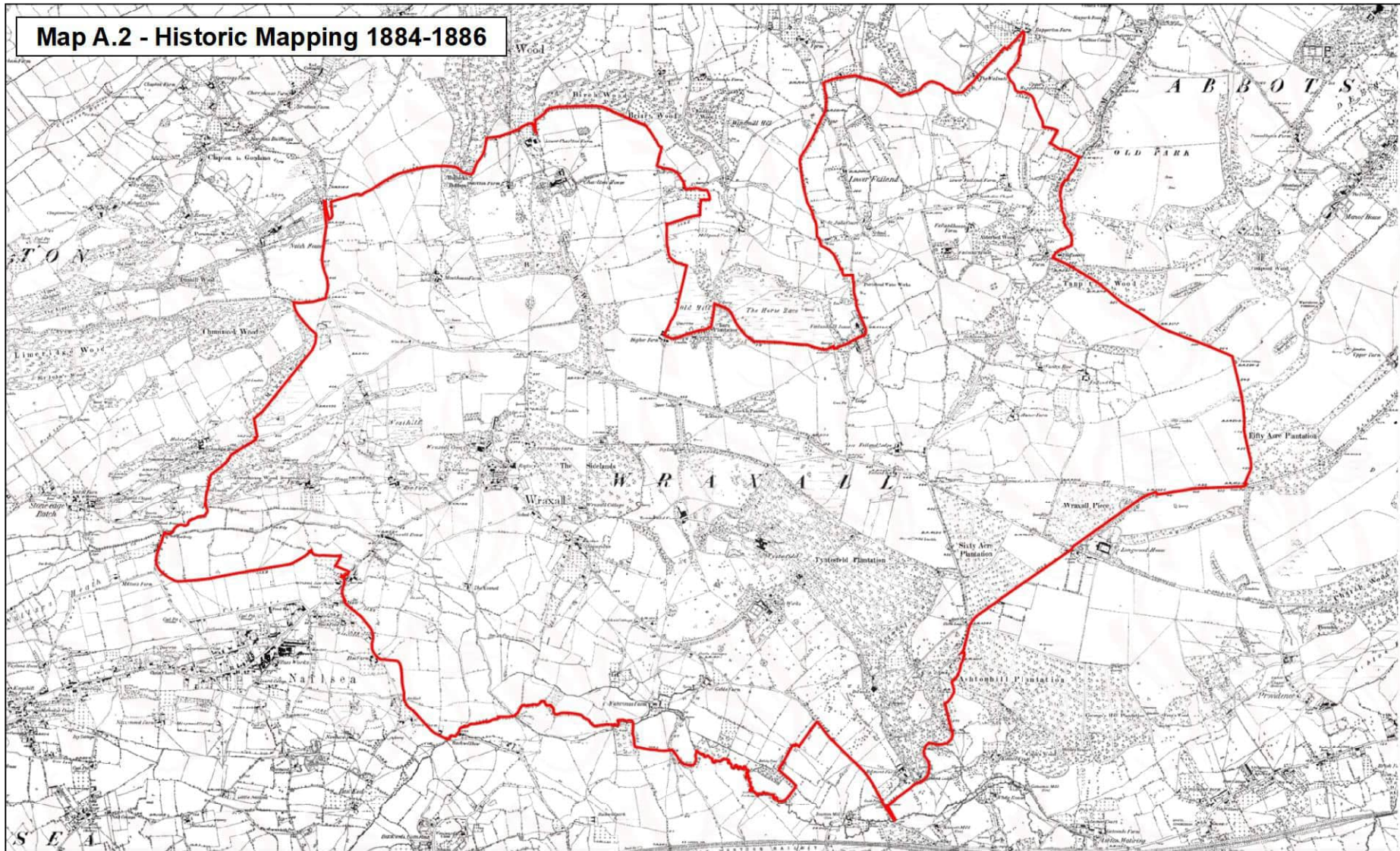
- 6.14 Some support both from within the Neighbourhood Plan Steering Group and the community was noted for the delivery of affordable housing for local people, because it is acknowledged that housing market trends are making existing housing stock unaffordable in some cases. Feedback from the Housing Needs Survey 2021 and officer and community consultation indicates that some need exists for older residents wanting to downsize, key workers and young local people wanting to buy their own home.
- 6.15 Throughout the preparation of this Neighbourhood Plan, discussions took place with Housing Enabling Officers at North Somerset Council who also kindly attended one of our in-person community consultation events in May 2022. These discussions were informed by both the Housing Needs Survey undertaken in autumn 2021 and feedback from the community consultation events.
- 6.16 It was agreed with officers that the current evidence suggests that there is not a significant need for affordable housing delivery within the Neighbourhood Plan Area. The NPPF does include affordable housing as an “appropriate” form of development within the Green Belt, so it is possible for these types of schemes to progress within the provisions of the current Development Plan.
- 6.17 Of course, these discussions and findings represent a snapshot in time and therefore we would expect local affordable housing needs to be revisited within any Neighbourhood Plan review.

Appendix A Context Maps

Map A.1 - Main Settlements and Road Network



Wraxall & Failand Neighbourhood Plan

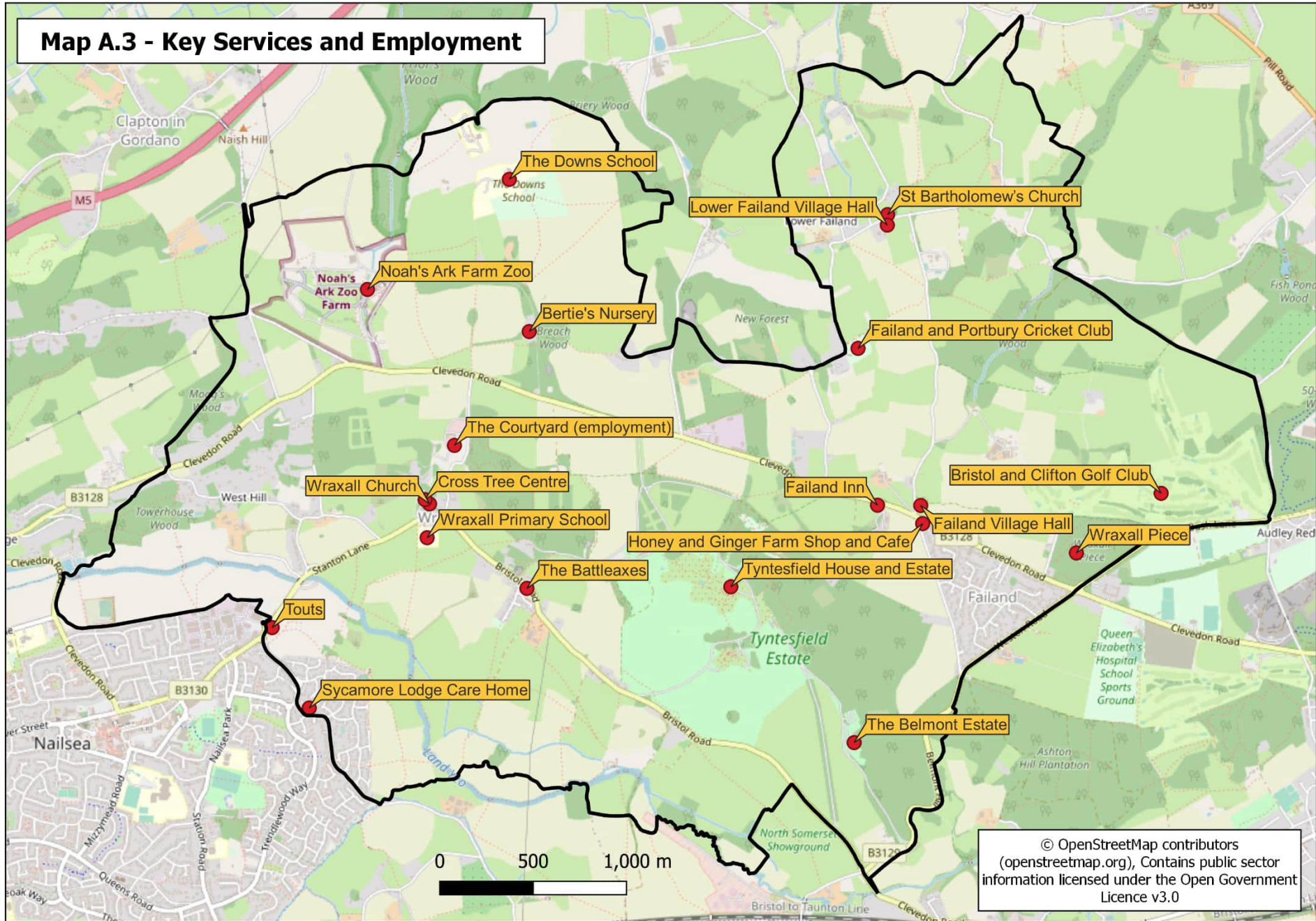


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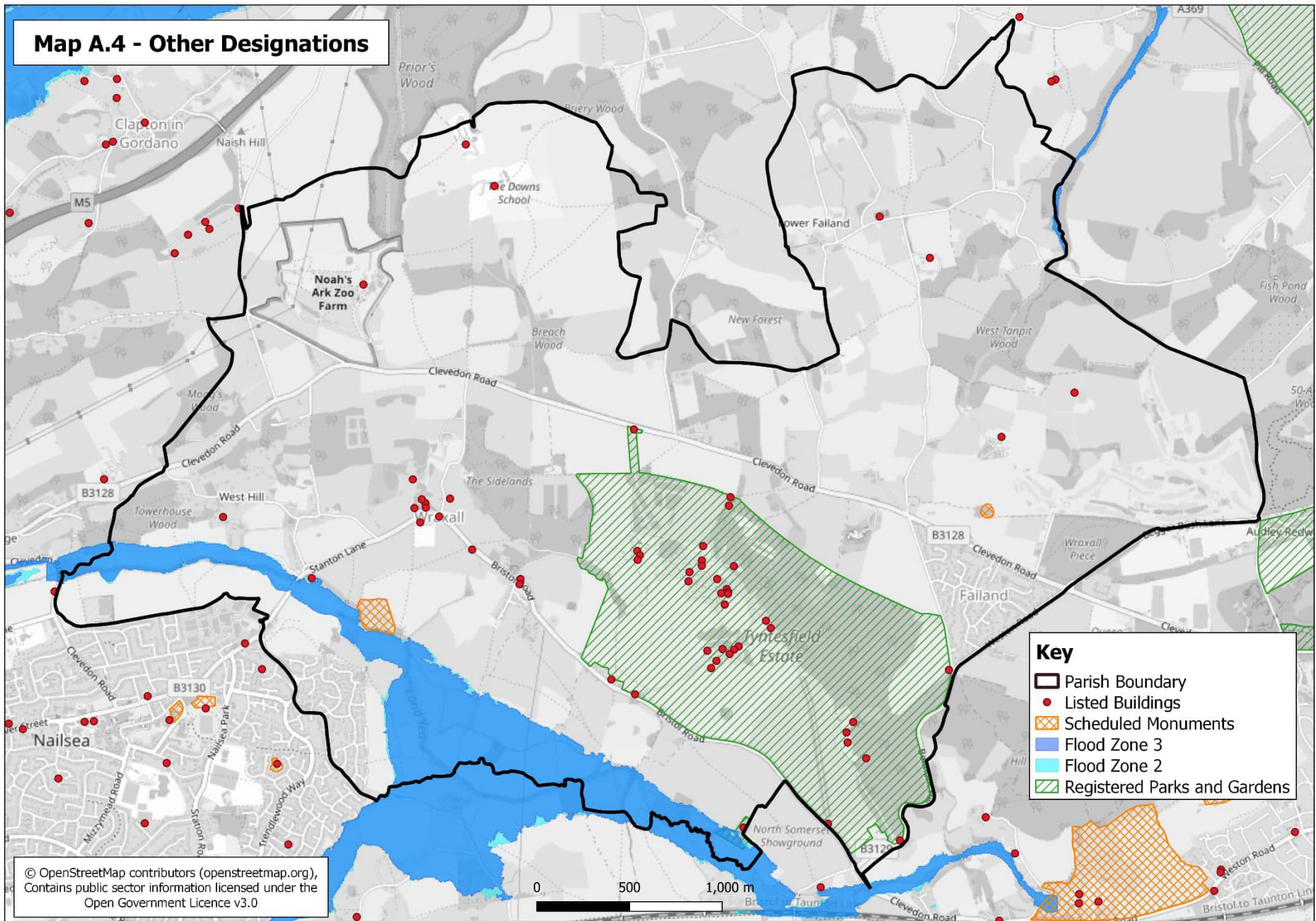
Date: 15 September
2022



Map A.3 - Key Services and Employment

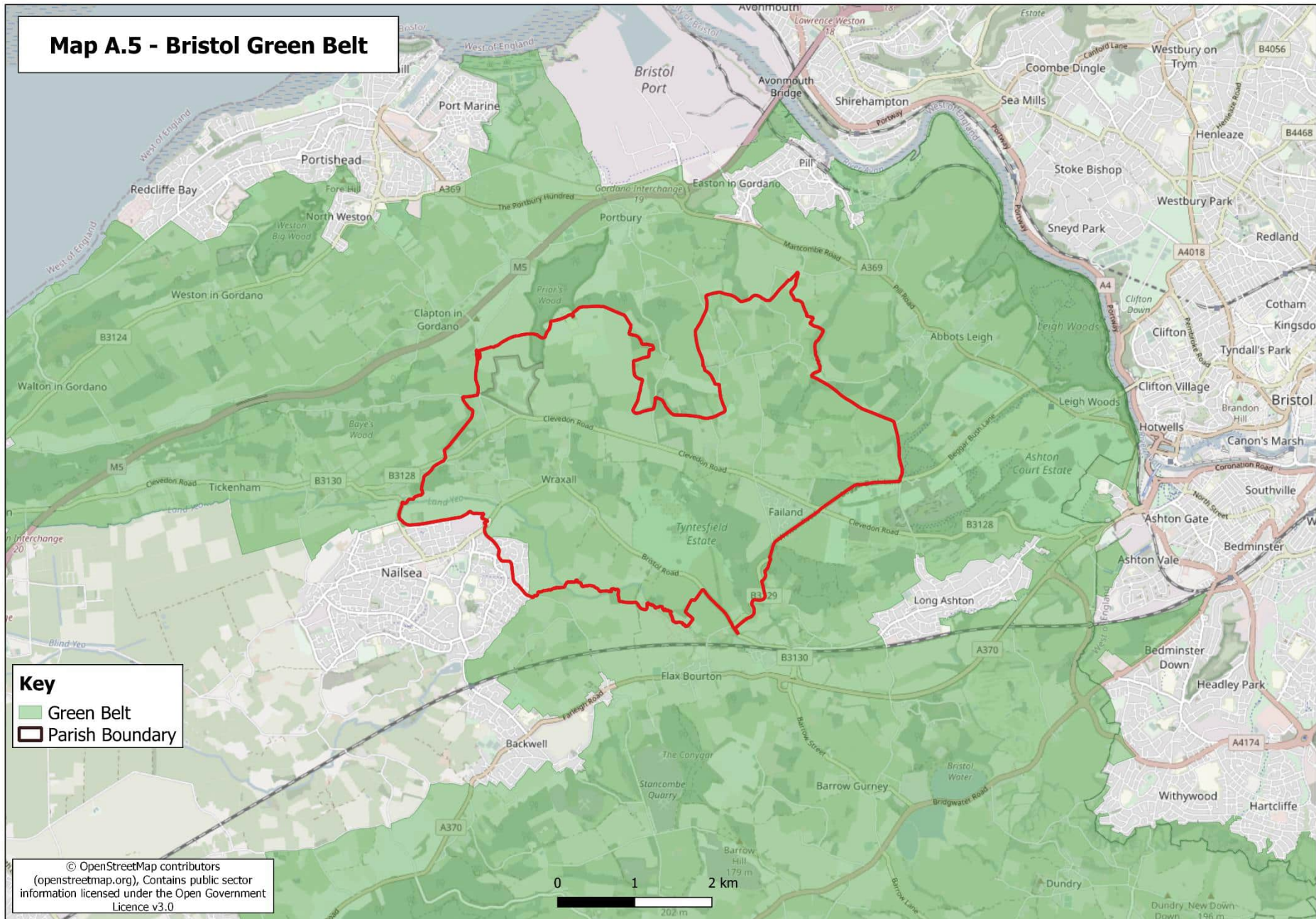


Wraxall & Failand Neighbourhood Plan



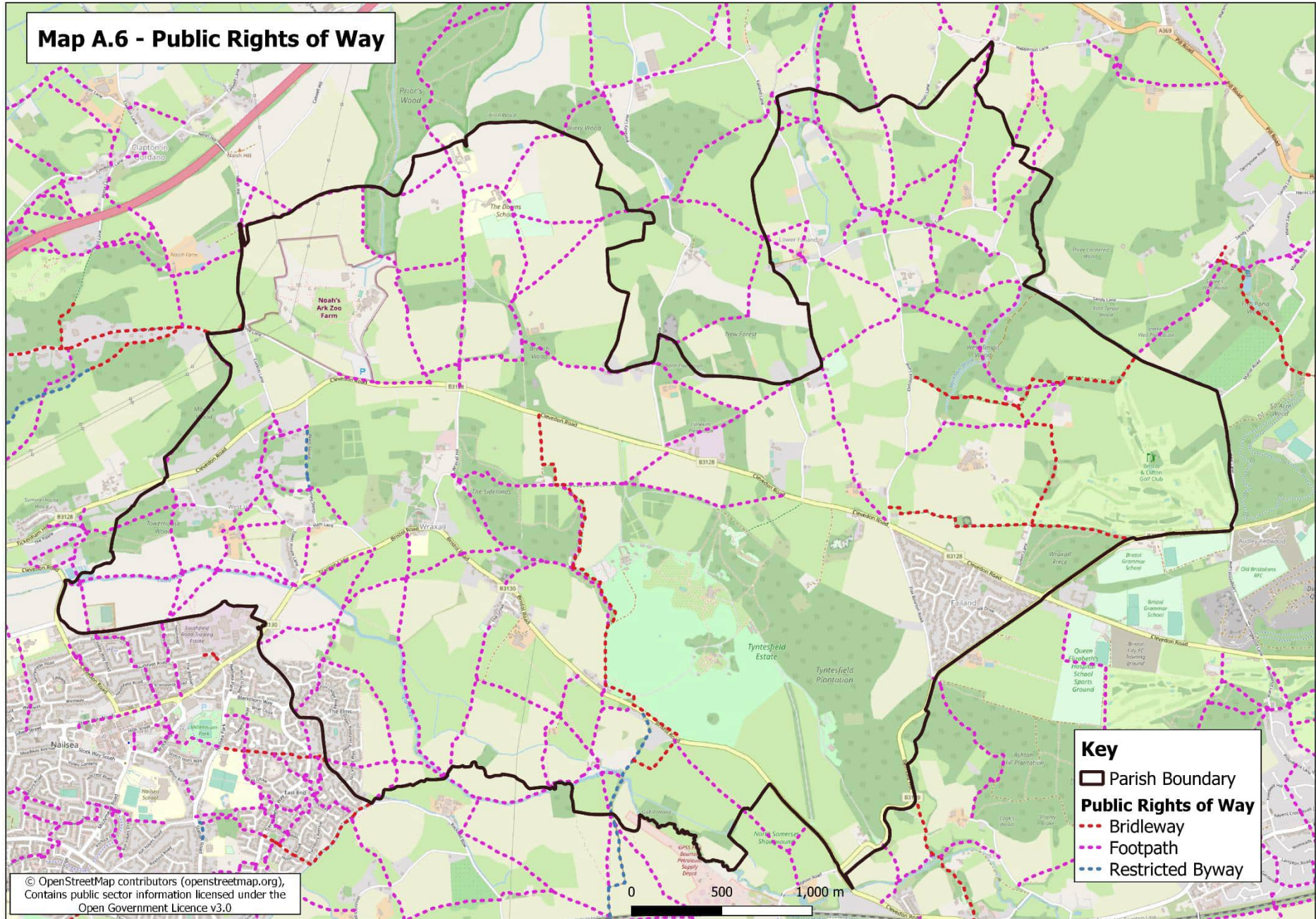
Wraxall & Failand Neighbourhood Plan

Map A.5 - Bristol Green Belt



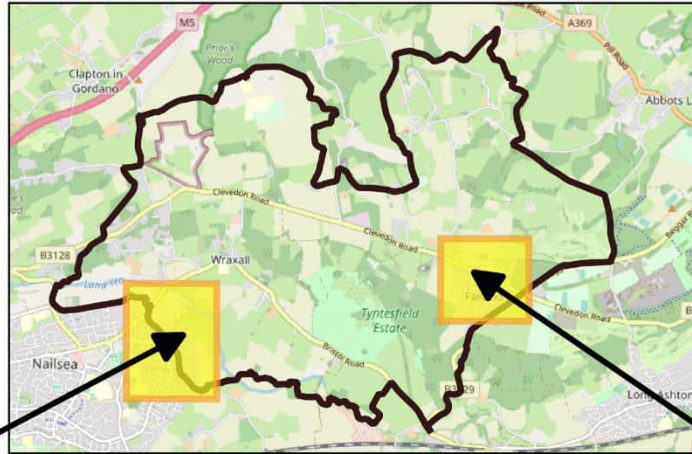
Wraxall & Failand Neighbourhood Plan

Map A.6 - Public Rights of Way



Wraxall & Failand Neighbourhood Plan

Map A.7 - Settlement Boundaries

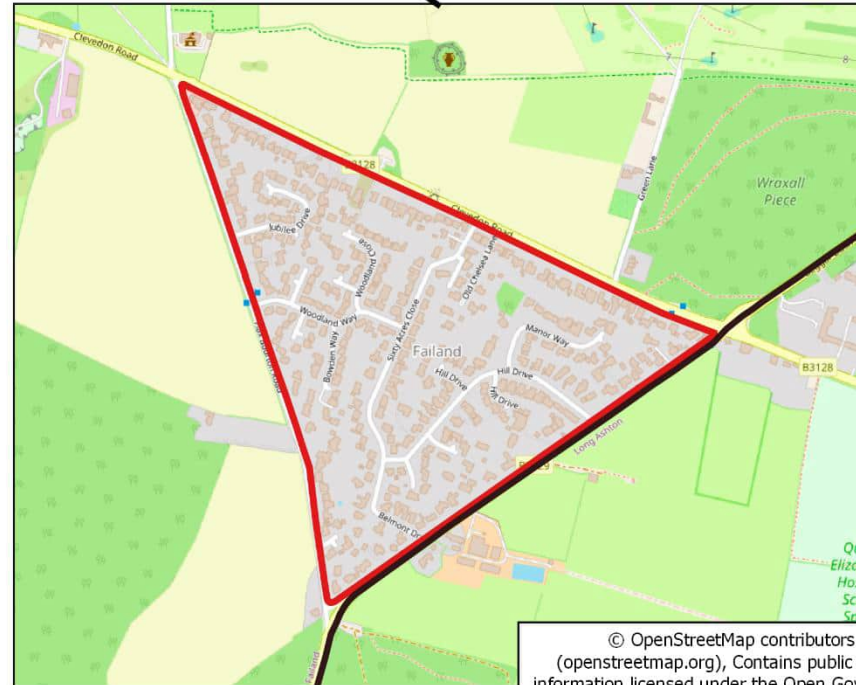
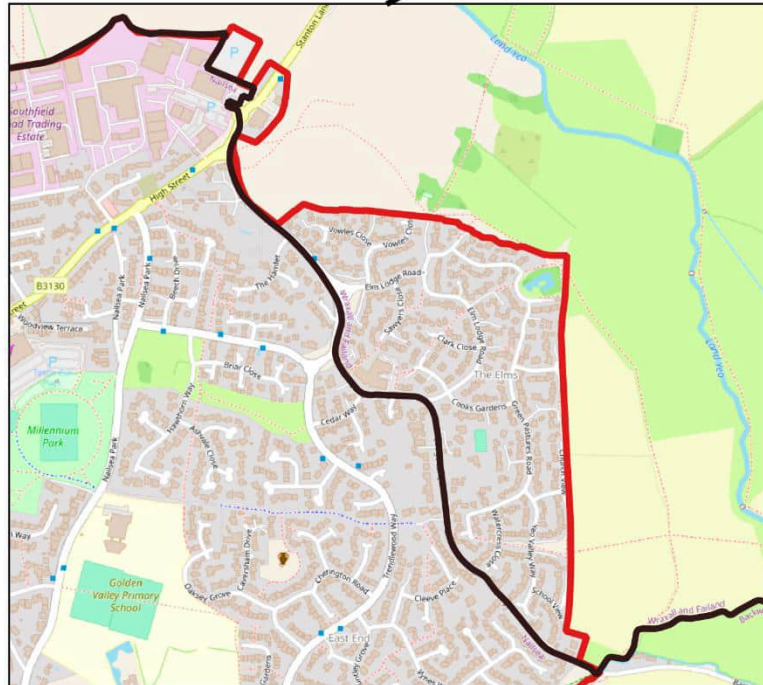


Key

- Parish Boundary
- Settlement Boundary

Adopted Nailsea Settlement Boundary - North Somerset's Adopted Development Plan

Proposed Failand Triangle Settlement Boundary - North Somerset Local Plan 2038 Preferred Options Consultation (March 2022)

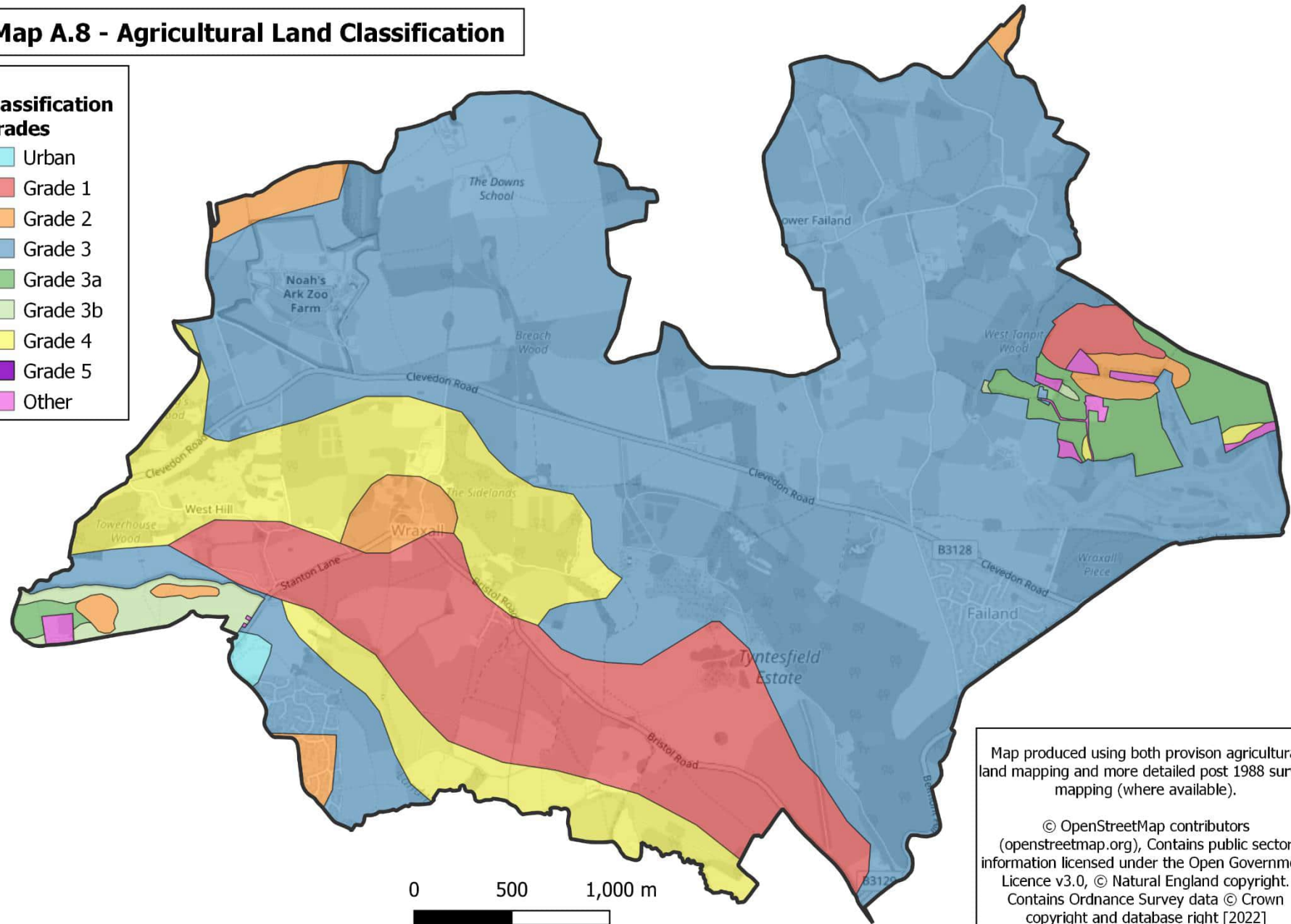


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Map A.8 - Agricultural Land Classification

Classification Grades

- Urban
- Grade 1
- Grade 2
- Grade 3
- Grade 3a
- Grade 3b
- Grade 4
- Grade 5
- Other

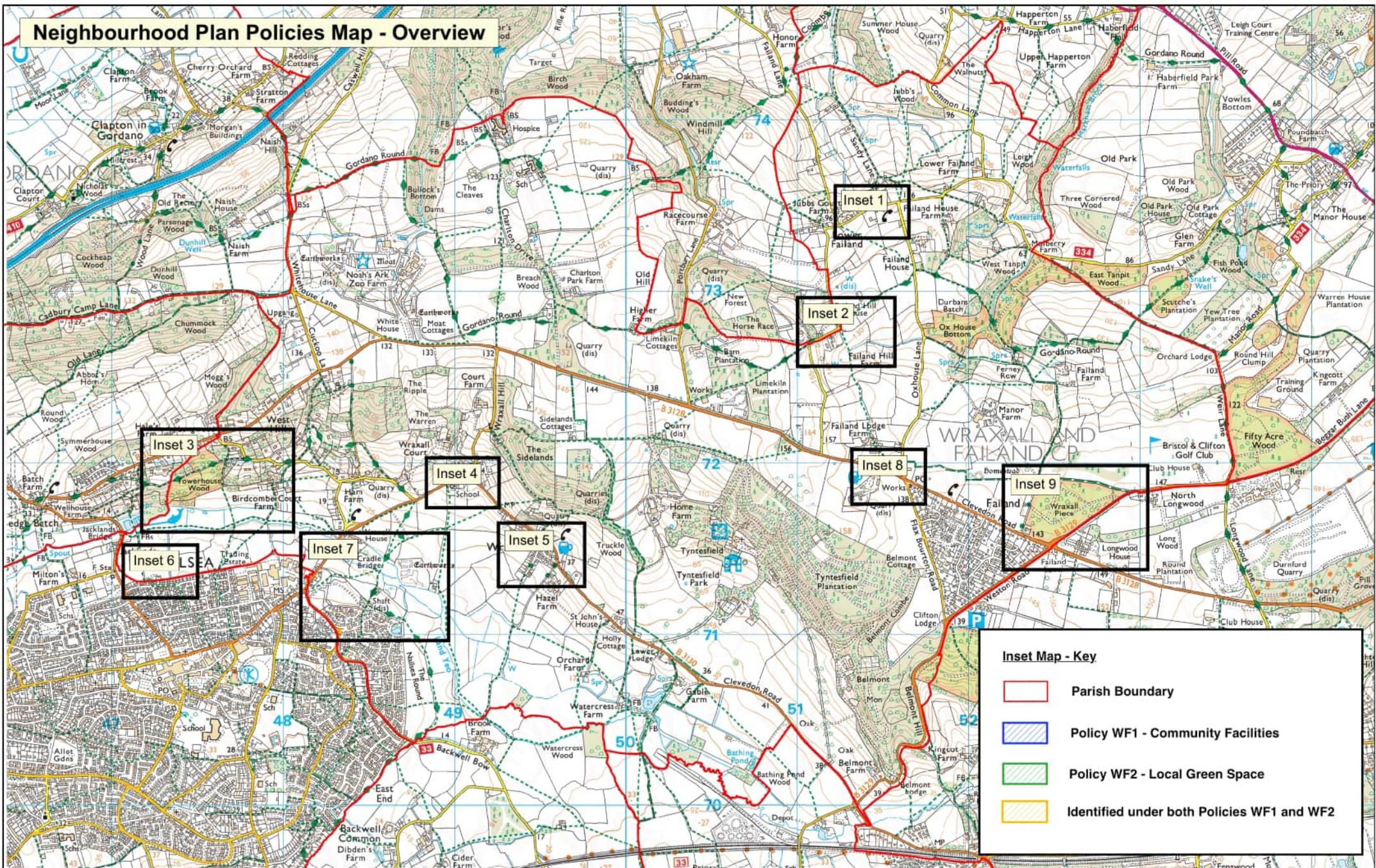


Map produced using both provision agricultural land mapping and more detailed post 1988 survey mapping (where available).

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Appendix B Neighbourhood Plan Policies Maps

Neighbourhood Plan Policies Map - Overview

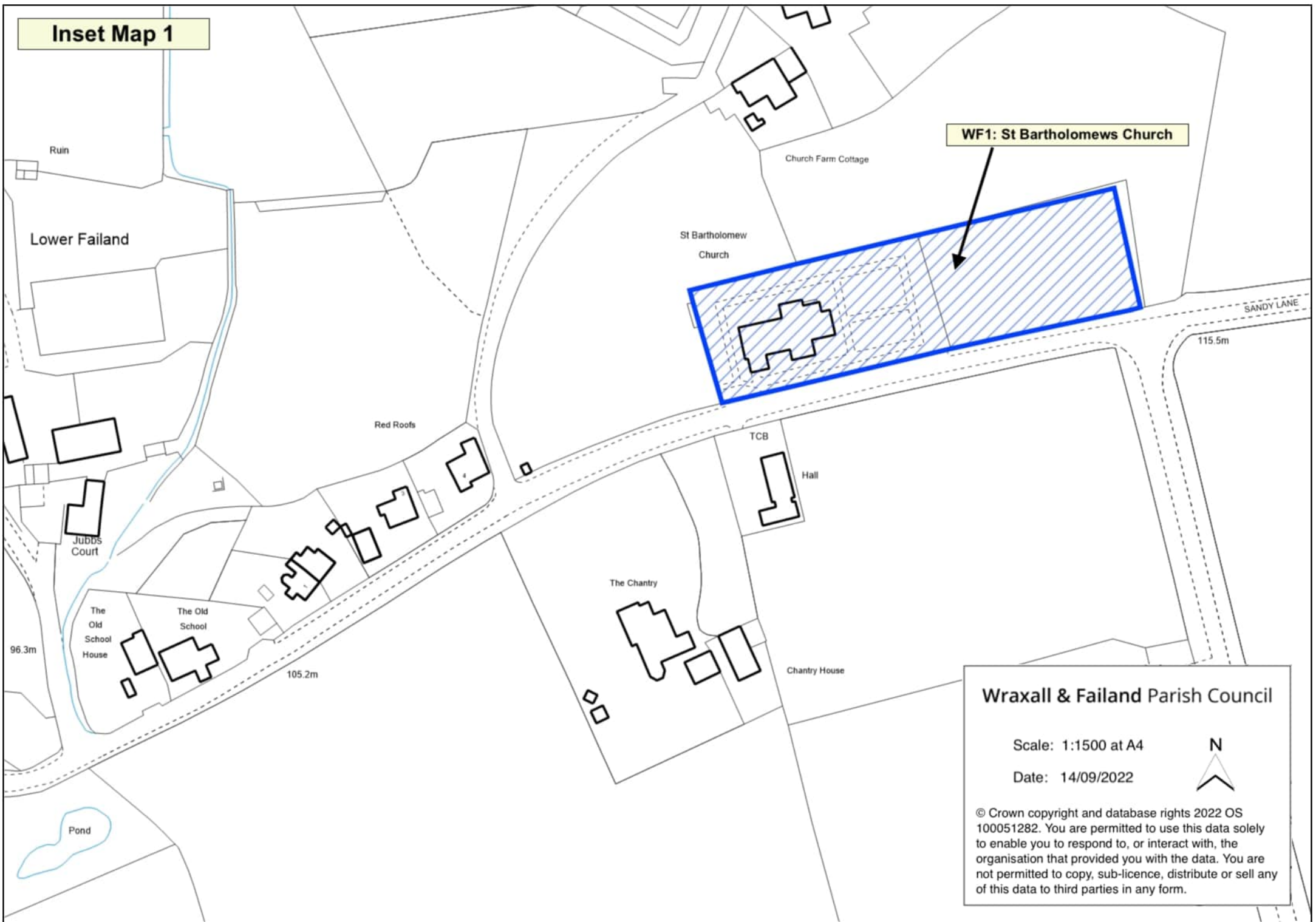


Inset Map - Key

- Parish Boundary
- Policy WF1 - Community Facilities
- Policy WF2 - Local Green Space
- Identified under both Policies WF1 and WF2



Inset Map 1



WF1: St Bartholomews Church

Wraxall & Failand Parish Council

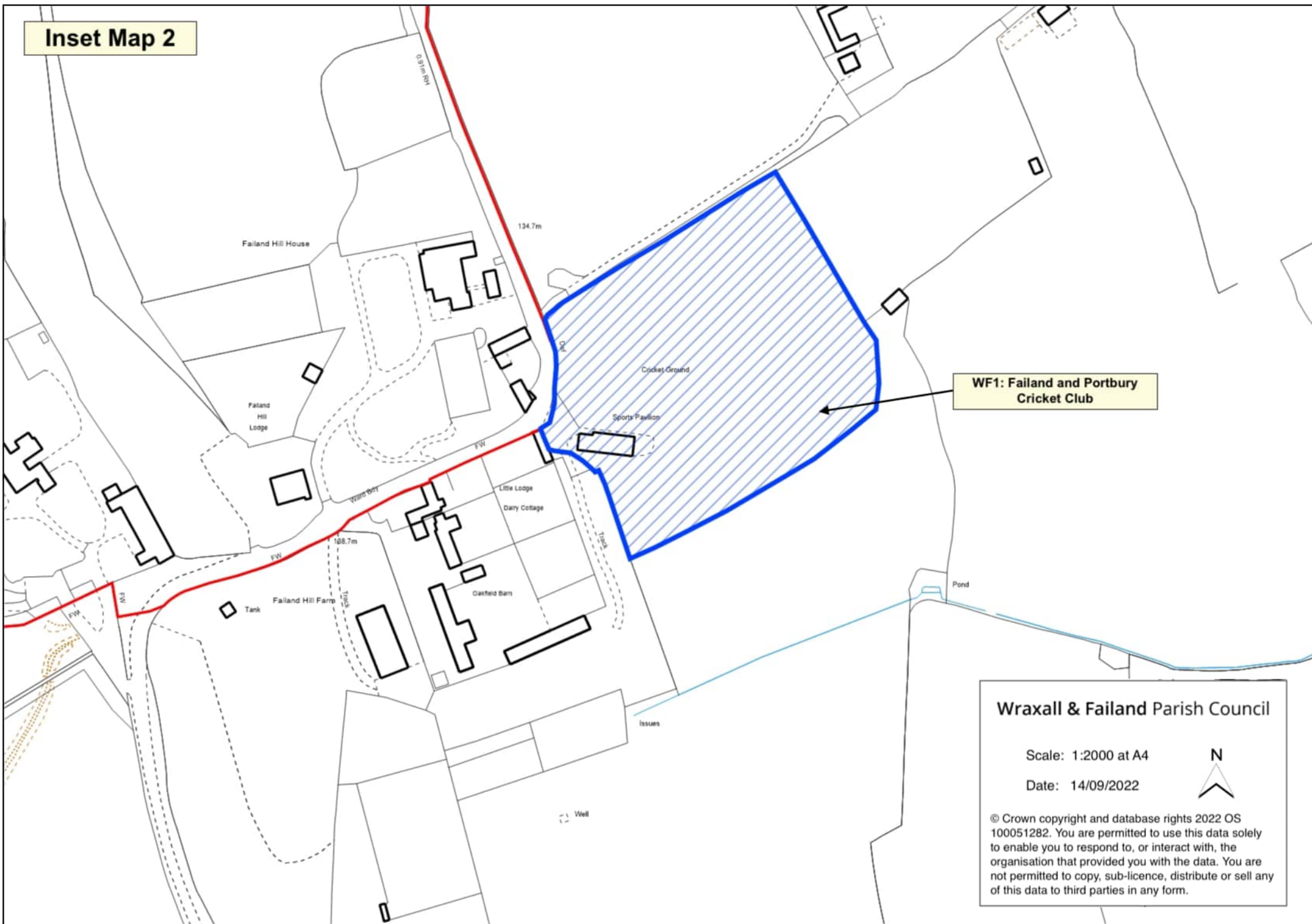
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Date: 14/09/2022



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Inset Map 2



**WF1: Failand and Portbury
Cricket Club**

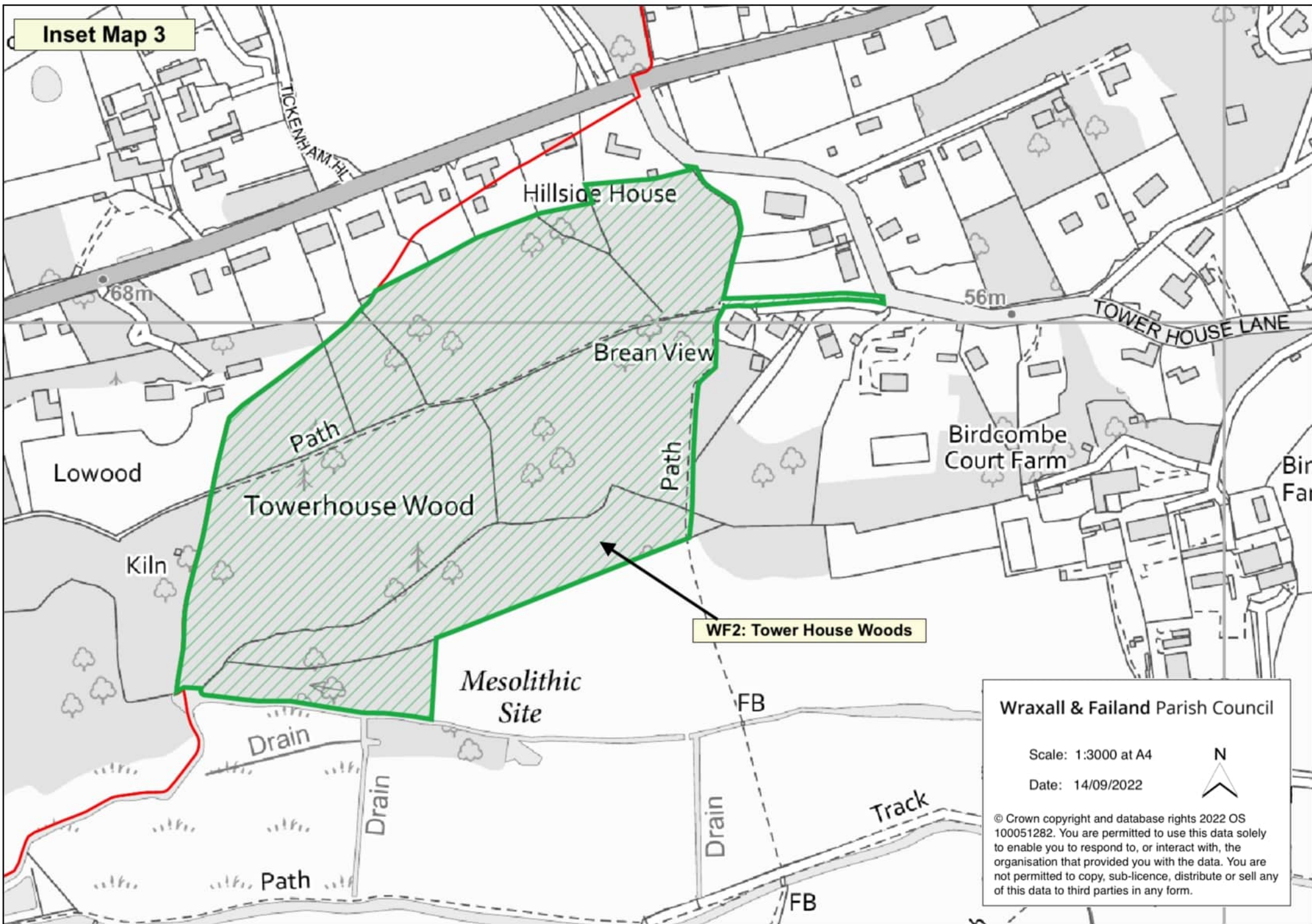
Wraxall & Failand Parish Council

Scale: 1:2000 at A4

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Inset Map 3



WF2: Tower House Woods

Wraxall & Failand Parish Council

Scale: 1:3000 at A4

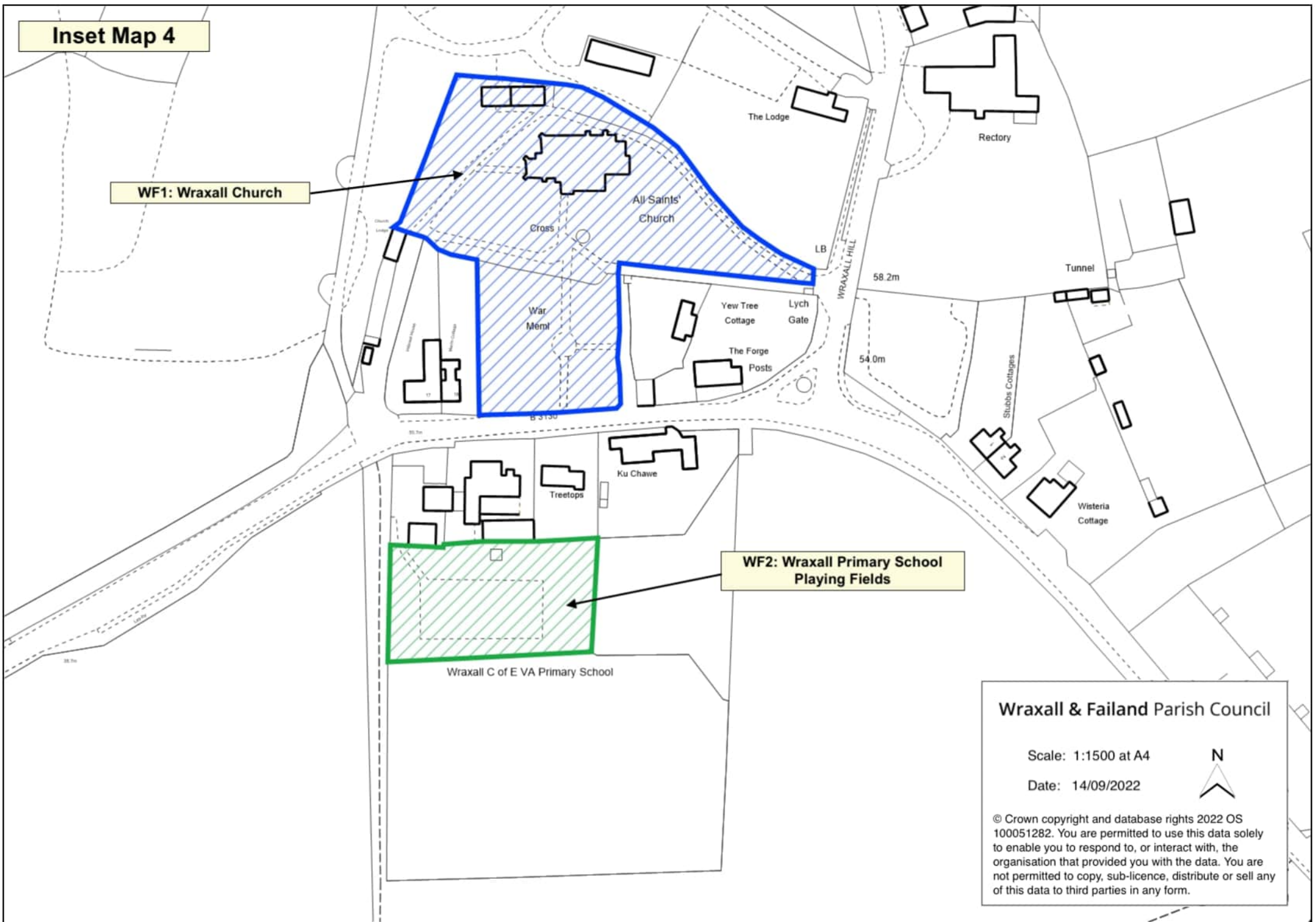
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Inset Map 4

WF1: Wraxall Church

**WF2: Wraxall Primary School
Playing Fields**



Wraxall & Failand Parish Council

Scale: 1:1500 at A4

Date: 14/09/2022

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Inset Map 5

WF1: Wraxall Club

WF1: The Battleaxes

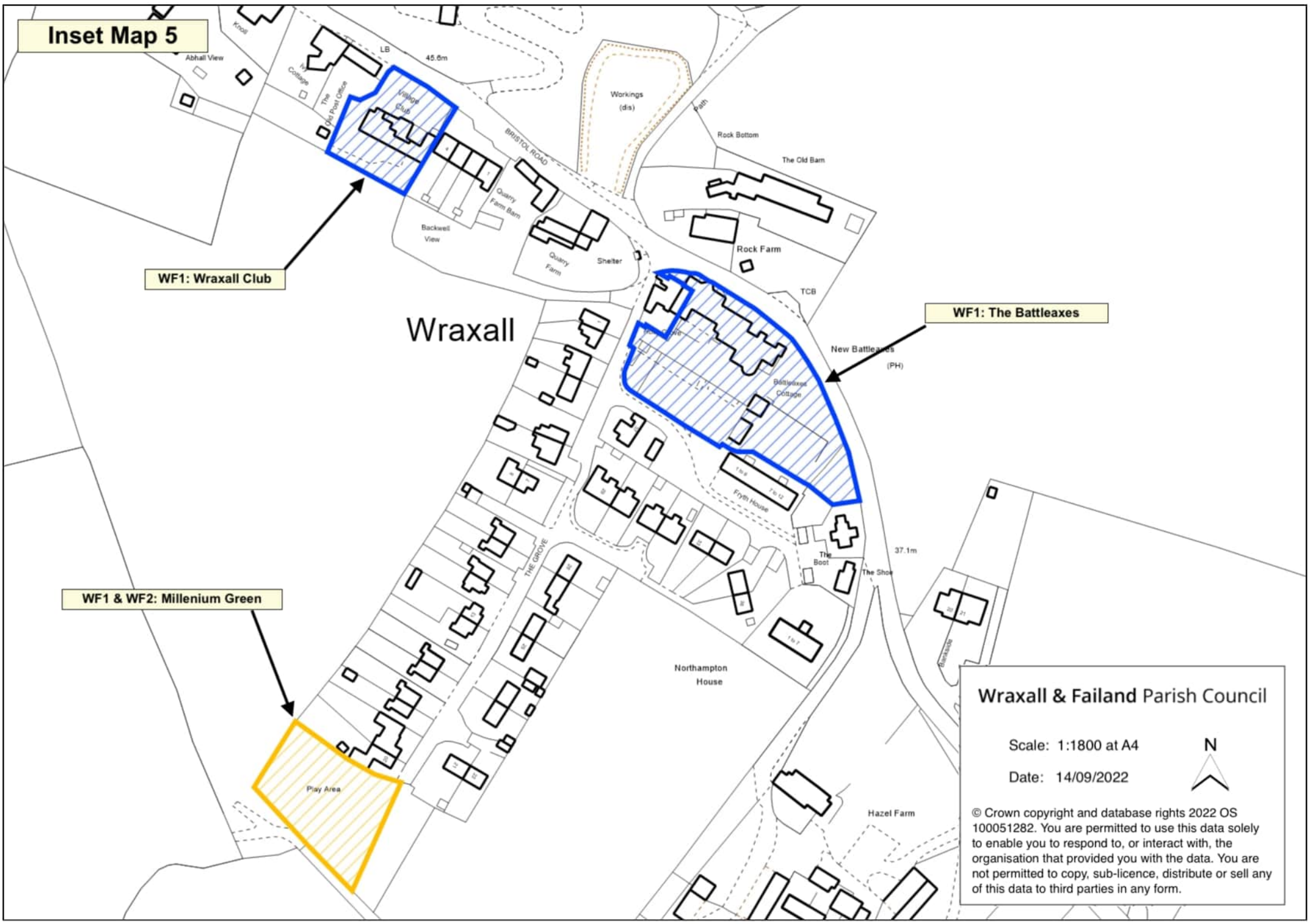
WF1 & WF2: Millenium Green

Wraxall & Failand Parish Council

Scale: 1:1800 at A4

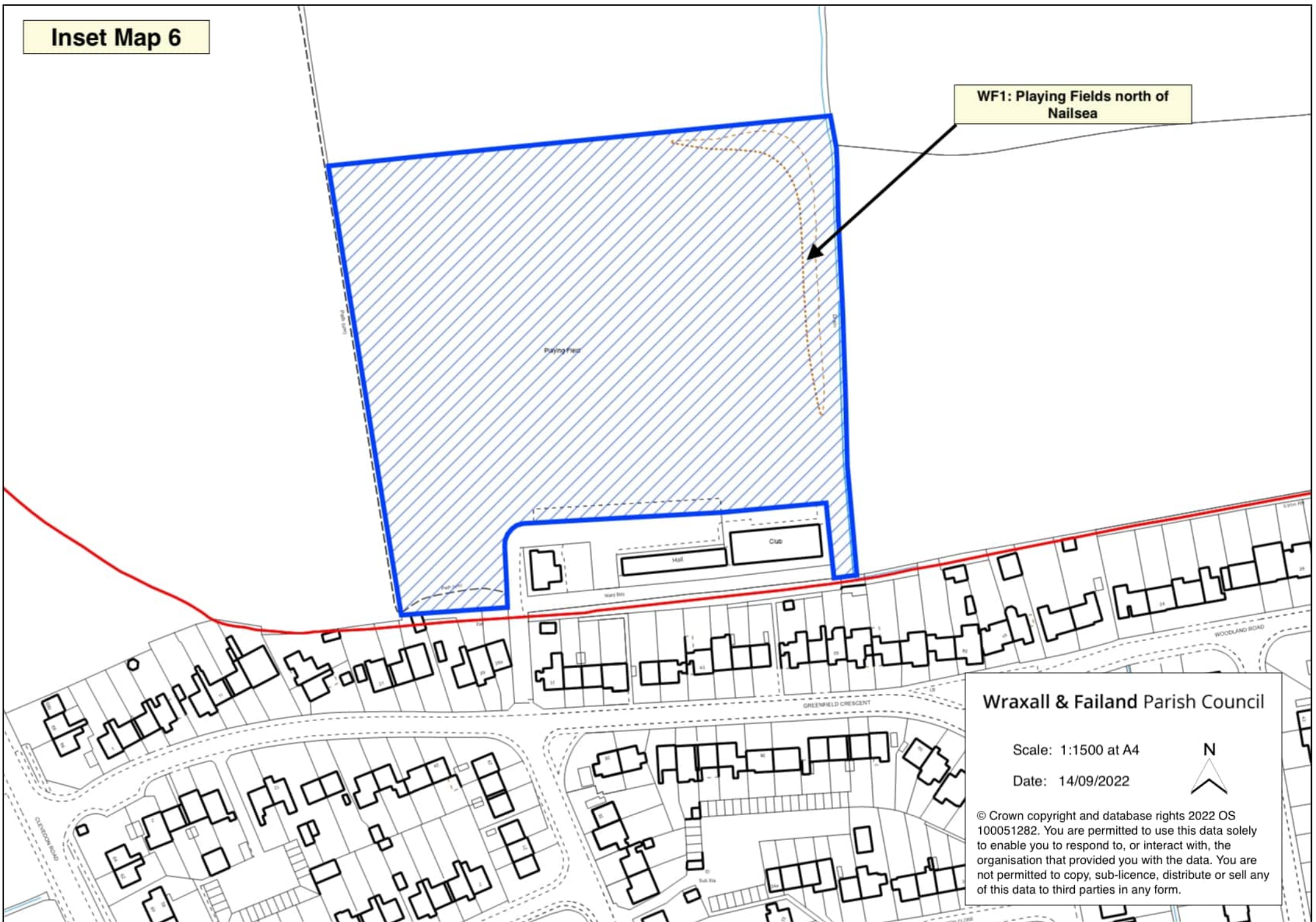
Date: 14/09/2022

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Inset Map 6

WF1: Playing Fields north of Nailsea



Wraxall & Failand Parish Council

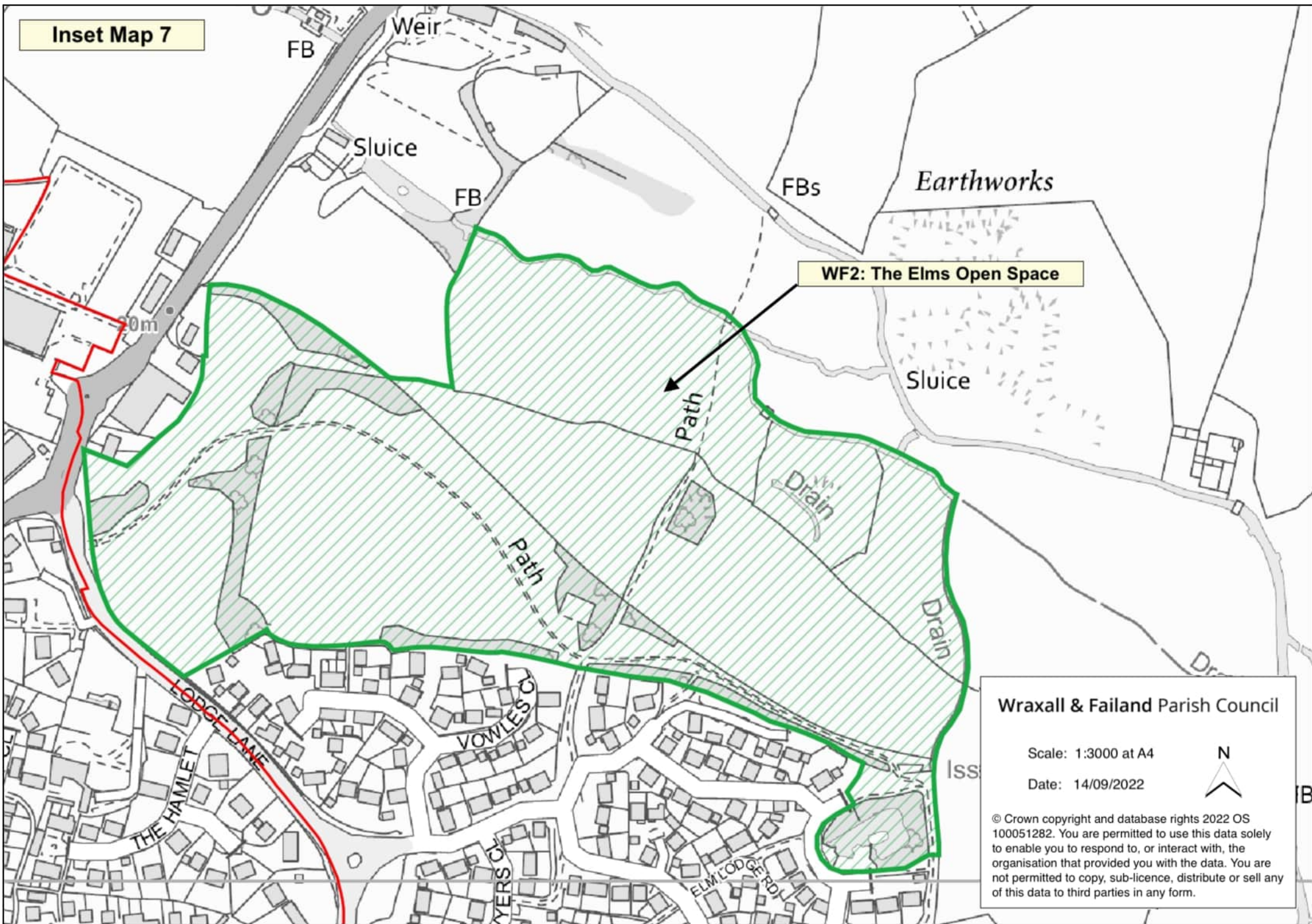
Scale: 1:1500 at A4

Date: 14/09/2022



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Inset Map 7



WF2: The Elms Open Space

Wraxall & Failand Parish Council

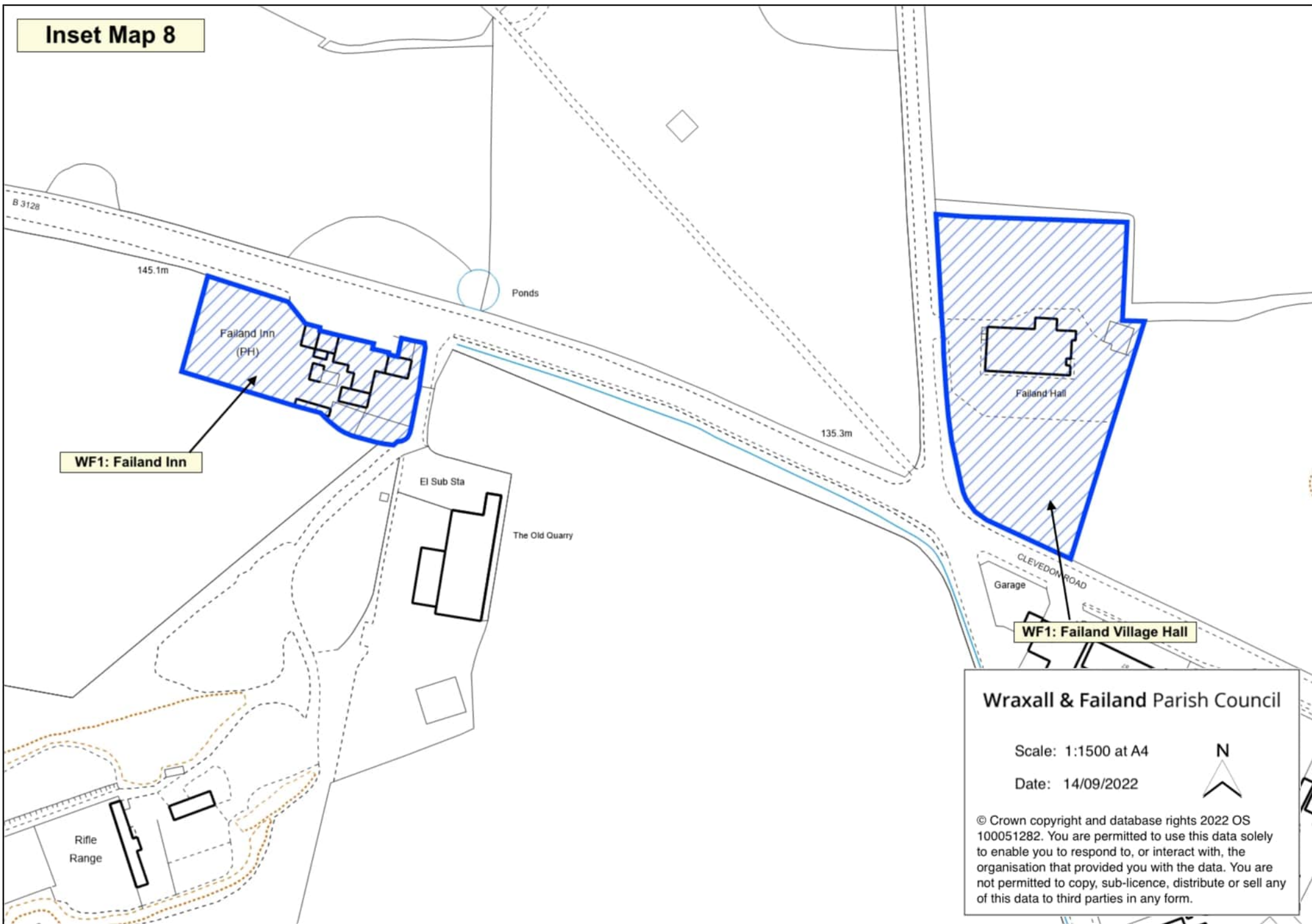
Scale: 1:3000 at A4

Date: 14/09/2022



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Inset Map 8



Wraxall & Failand Parish Council

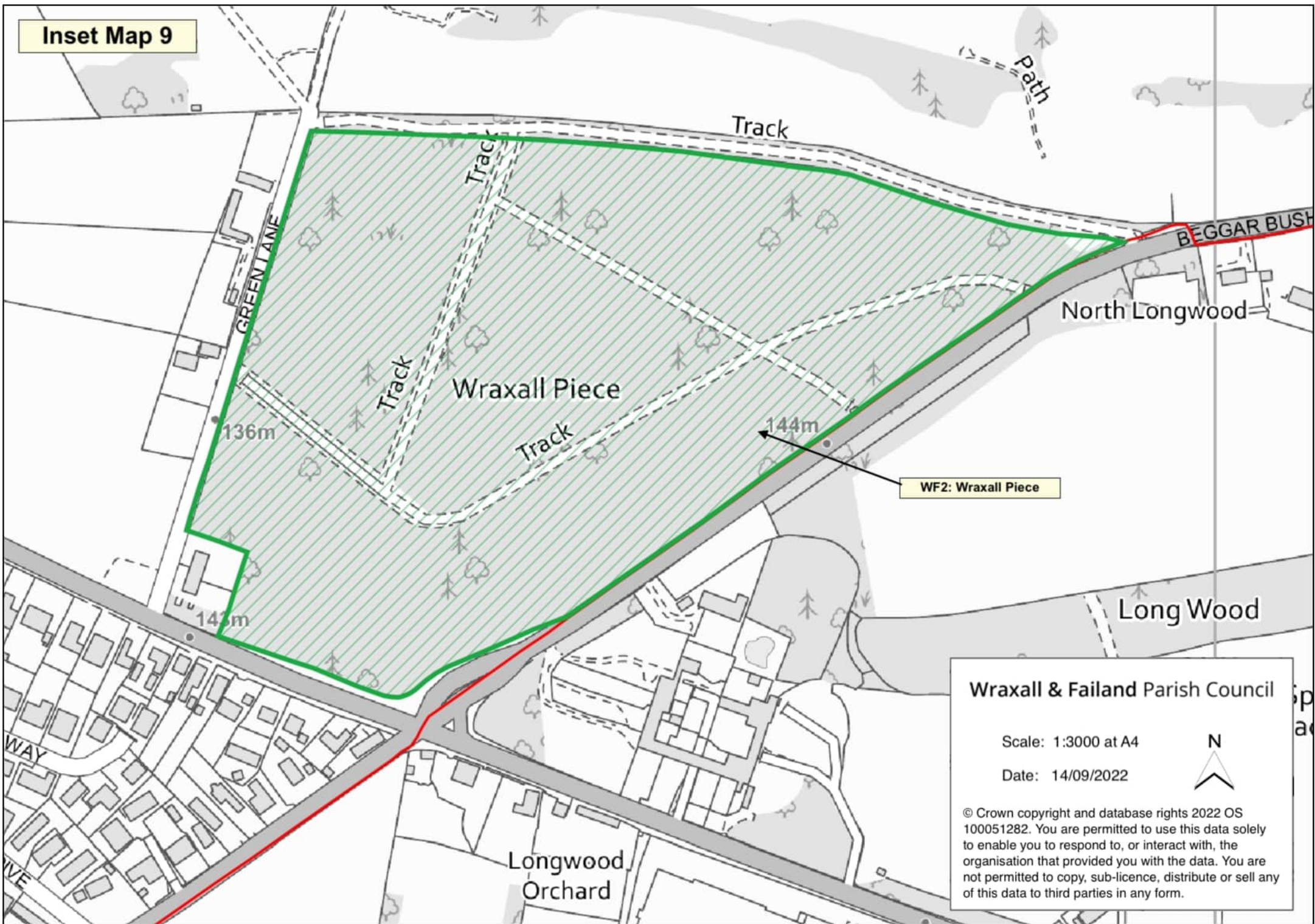
Scale: 1:1500 at A4

Date: 14/09/2022



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Inset Map 9



Wraxall & Failand Parish Council

Scale: 1:3000 at A4
Date: 14/09/2022



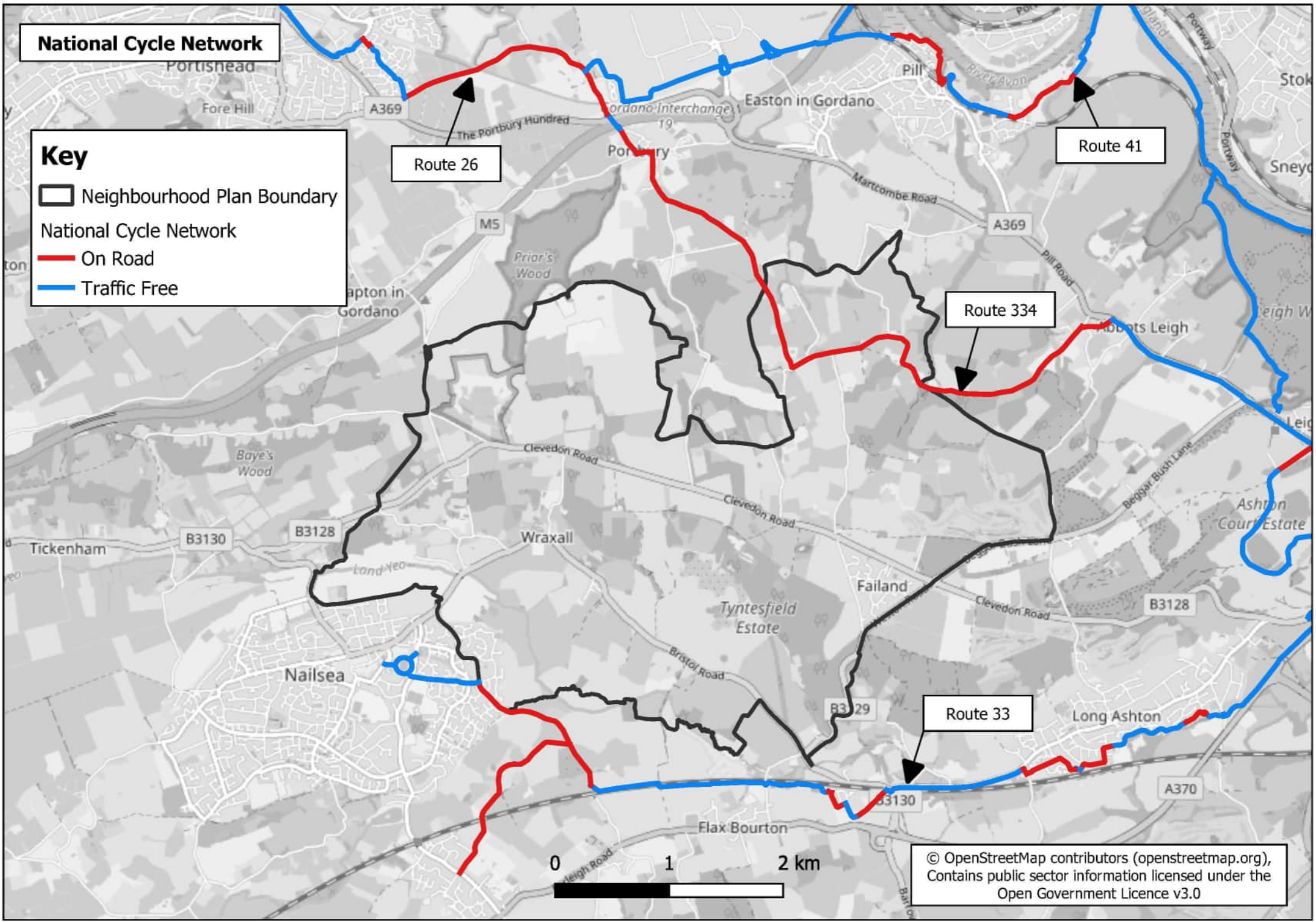
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Appendix C Cycle Network Maps

National Cycle Network

Key

- Neighbourhood Plan Boundary
- National Cycle Network
 - On Road
 - Traffic Free



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Main Recreation/Commuter Cycling Routes

Key

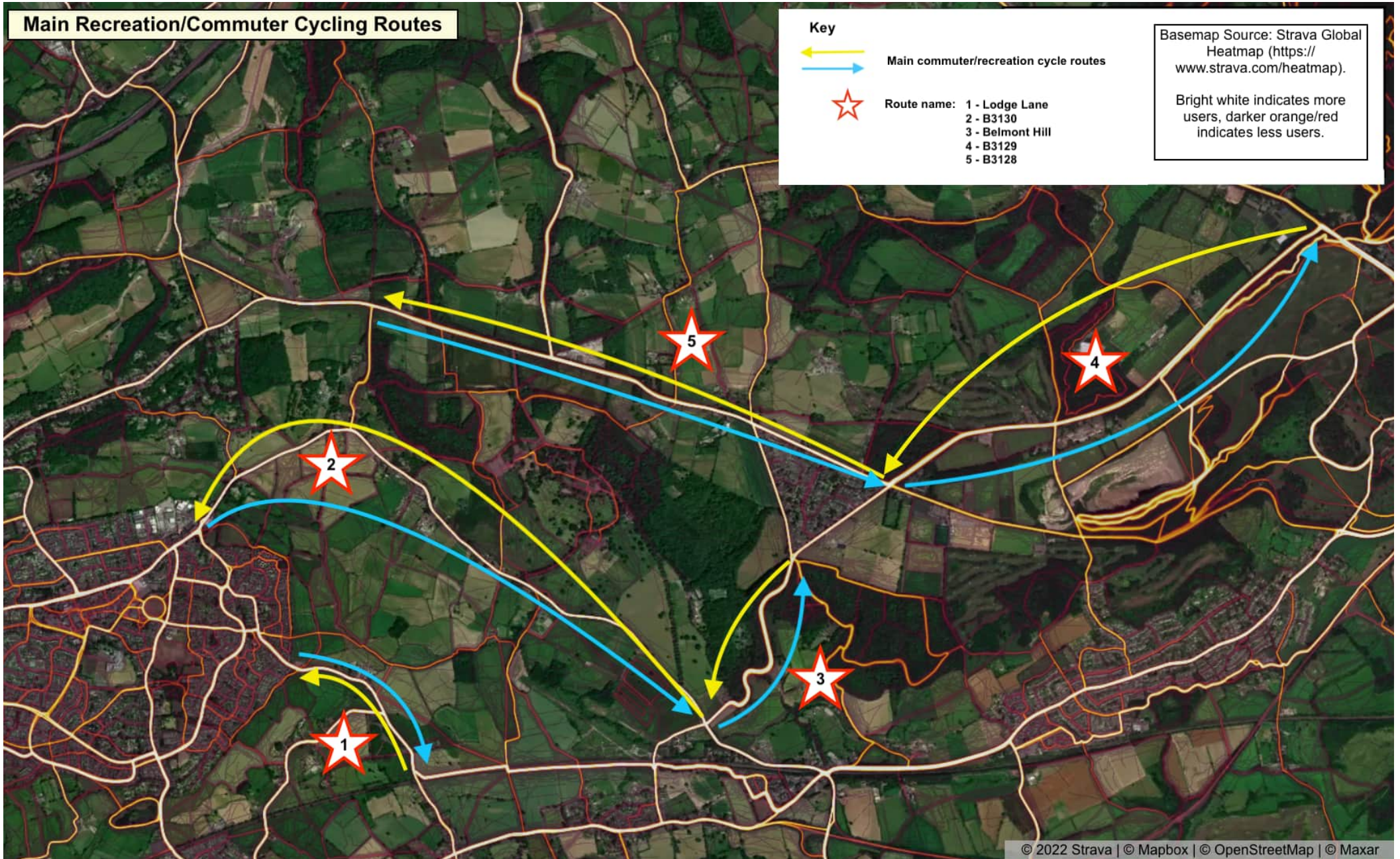
← Main commuter/recreation cycle routes



Route name: 1 - Lodge Lane
2 - B3130
3 - Belmont Hill
4 - B3129
5 - B3128

Basemap Source: Strava Global Heatmap (<https://www.strava.com/heatmap>).

Bright white indicates more users, darker orange/red indicates less users.



Appendix D Traffic Flow Report April 2022

Wraxall & Failand Parish Council Traffic Flow Report

Published April 2022

This is a live document which will be updated when new information is received.

Prepared by: Ian Parsons Chairman Wraxall and Failand Parish Council

1. Executive Summary

Wraxall and Failand is a disparate rural Civil Parish of North Somerset and sits on the edge of Bristol. Made up of circa 1000 residential dwellings (approximately 2,400 residents), 2 Anglican Churches, a number of visitor attractions including: National Trust Tyntesfield and Noah's Ark Zoo. The residents and Parish Council are concerned with the number of traffic related challenges that we face both now and going forward on a road network that, in parts was never designed for heavy traffic use.

It is well known in the community there are challenges in respect of the volume and type of traffic that passes through our Parish, the various points, which are considered a risk to road users and pedestrians, perceived speed of traffic, reported accidents and parked vehicles on roadsides.

Not only do we have circa 5000 vehicles passing through Wraxall on a daily basis but we also have circa 11,000 vehicles passing through Failand. These include every type of road user including but not limited to:

- Pedestrians incl: where there are no pavements
- Horse riders
- Bikes (Cyclist and Motorbikes)
- Cars
- Commercial Traffic
- Tractors and general farm machinery
- Double deck buses
- Large Heavy Transport

Whilst we have seen a decline in general road traffic use during the pandemic, we are confident the traffic volume will not only return to pre-pandemic but will continue to rise due to:

- People gradually returning to driving to work in Bristol
- North Somerset Local plan Site Allocations for development of housing
- Bristol Clean Air Zone introduction and restrictions on the Portway
- Bristol Airport expansion

The following report seeks to provide a general overview of the current traffic flow quantum and will include actions taken to date and those required going forward.

2. Purpose of this Report

The purpose of this report is to analyse the available traffic flow data, accident data and local knowledge to gain an understanding of the existing patterns of traffic behaviour through our parish and specifically the main arterial routes being B3130 through Wraxall and B3128 and B3129 through Failand.

Traffic using routes off the main arterial routes above such as connecting roads (Wraxall Hill and Belmont Hill), are also within the scope of this study.

The data was analysed for its quality, quantity and level of coverage of the network, with gaps identified. Future traffic surveys, which would improve the level of understanding of traffic behaviour have been identified.

This report will provide guidance to the developing Neighbourhood Plan requirements for the consideration of existing traffic flows against future new development proposals. The challenges and concerns along with the data will be linked to the Neighbourhood Plan policies and this report should be appended to the Neighbourhood Plan and referenced within the relevant policy themes.

This report is intended to look at the facts surrounding the traffic flow, volume and speed of vehicles and reported accidents within our Parish followed by a number of recommended actions going forward. This report is not intended to be a stand-alone one off document but a starting point of understanding and used as a guide in going forward. It must be made clear that the Parish Council has no authority or control on the speed limits applied to roads that are within our Parish. This control sits with North Somerset Council (NSC).

3. Summary of Available Traffic Data

It has been and will continue to be a focus of the Parish Council to ensure the roads, lanes and pavements in the Parish as a whole are safe for all users. This is even more important taking into account the recent announcement by NSC in respect of its Draft Local Plan and recently announced Site Allocation for future development of housing.

At the time of writing this report development sites have been identified in the immediate vicinity of our Parish but not inside the Parish boundary (see Item 1 later in this report), although this may not always be the case. As such, we need to consider what impact these developments will have on our roads.

3.1 Wraxall

Traffic Flow Data from Bristol Road, Wraxall (40mph) located between Towerhouse Lane and Budgens Garage over 4 separate 1-week periods starting 1st, 8th, 15th and 22nd November 2021

7 days commencing 1st November 2021

Direction	Total No of Vehicles	No of Vehicles per day	Average Speed	85 th %ile
Southbound	30371	4338	38.6mph	43.4mph

7 days commencing 8th November 2021

Direction	Total No of Vehicles	No of Vehicles per day	Average Speed	85 th %ile
Southbound	32850	4692	37.0mph	44.7mph

7 days commencing 15th November 2021

Direction	Total No of Vehicles	No of Vehicles per day	Average Speed	85 th %ile
Northbound	35213	5030	37.5mph	40.1mph

7 days commencing 22nd November 2021 (5 days only)

Direction	Total No of Vehicles	No of Vehicles per day	Average Speed	85 th %ile
Northbound	27526	5505	36.9mph	40.1mph

Note: 85th %ile (85th percentile) is: The speed at, or below, which 85% of traffic is travelling. Also, it is showing the speed at which only 15% of traffic is exceeding the speed limit.

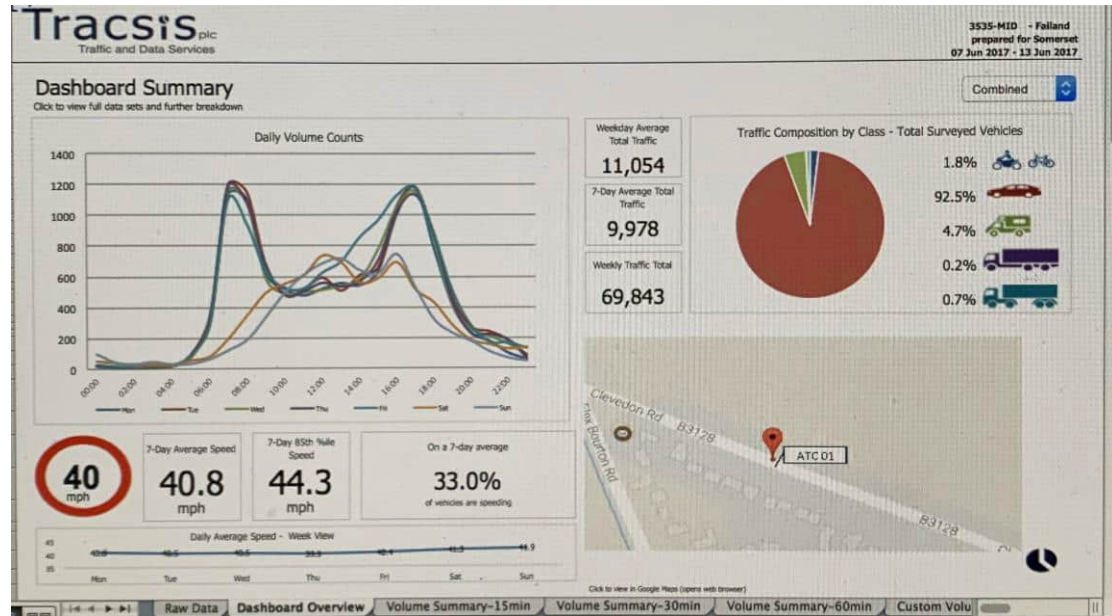
Highest volume: Monday 09.00 – 10.00. 552 vehicles @ Average 39.6mph

The above data including the number of reported accidents (see Section 6) show the road speed and driving behaviours are very much aligned.

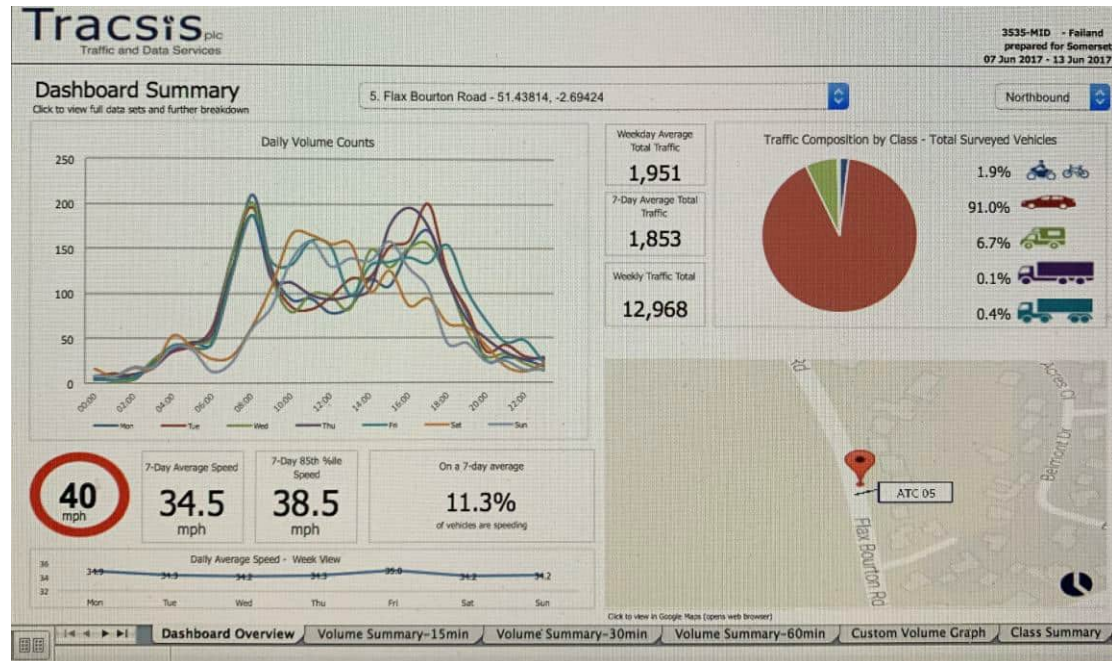
3.2 Failand Triangle

(Data gathered from the 2017 Traffic Flow Analysis at Failand Triangle in 2017)

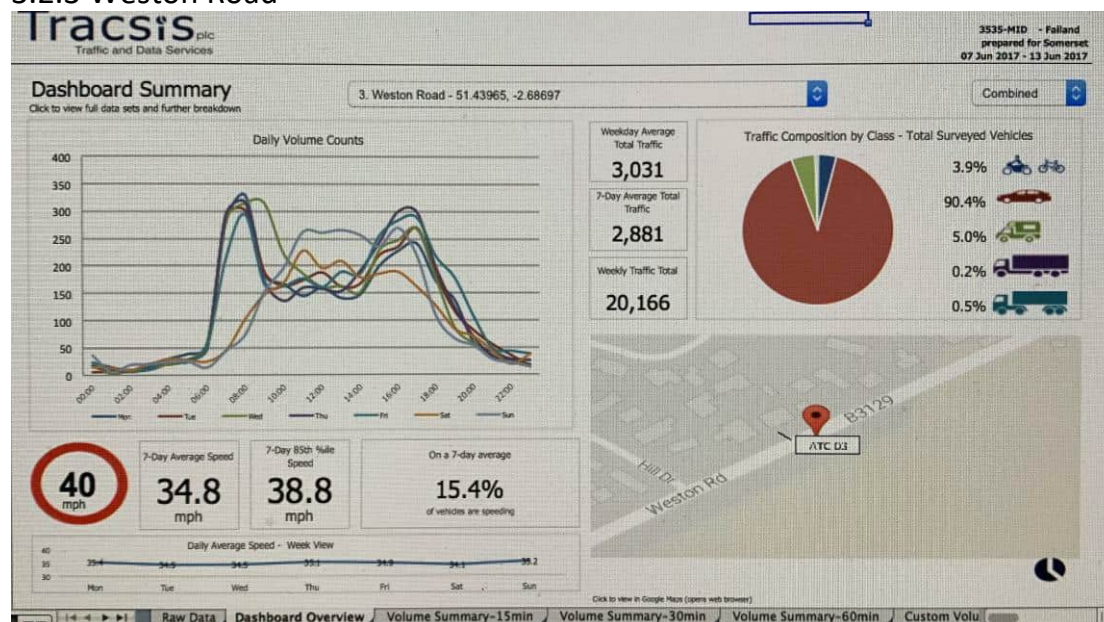
3.2.1 Clevedon Road



3.2.2 Flax Bourton Road



3.2.3 Weston Road



A summary of the above data shows:

- Clevedon Road – 85th %ile is travelling at an average speed of 44.3mph (with a 7 day average of 40.8mph)
- Flax Bourton Road – 85th %ile is travelling at an average speed of 38.5mph (with a 7 day average of 34.5mph)
- Weston Road – 85th %ile is travelling at an average speed of 38.8mph (with a 7 day average of 34.8mph)

The above data and the number of reported accidents (see Section 6) show the road speed and driving behaviour is aligned, suggesting there is no reason to consider speed reductions. However, further analysis is required to ensure the village gateways are having the desired affect and increasing driver awareness to slow down prior to their arrival at Failand Triangle.

3.3 Failand – Clevedon Road, Failand (Eastbound) located opposite the Failand Inn Pub as drivers leave the 50mph road speed limit and enter the 40mph approaching Failand Triangle

4 days commencing 8th September 2021

Direction	Total No of Vehicles	No of Vehicles per day	Average Speed	Average 85 th %ile
Eastbound	19309	4827	39.5mph	46.1mph

7 days commencing 13th September 2021

Direction	Total No of Vehicles	No of Vehicles per day	Average Speed	Average 85 th %ile
Eastbound	37011	5287	40.3mph	46.8mph

7 days commencing 20th September 2021

Direction	Total No of Vehicles	No of Vehicles per day	Average Speed	Average 85 th %ile
Eastbound	34284	4898	38.4mph	47.6mph

7 days commencing 29th September 2021 (5 days only)

Direction	Total No of Vehicles	No of Vehicles per day	Average Speed	Average 85 th %ile
Eastbound	36162	5166	39.5mph	48.6mph

The above data including the number of reported accidents (see Section 6) show the road speed and driving behaviours are very much aligned.

Recently, it has been suggested from within the Parish that the Parish Council look to introduce a speed reduction on roads around the Failand Triangle. Part based on an understanding that NSC had historically made an offer to reduce road speeds in this area and in parallel, introduce traffic calming measures, which it is believed was subsequently turned down by the Parish Council.

Whilst its important to address this understanding, it's also important to understand the facts of traffic flow through our Parish and how this shapes road speed limits set by NSC actions going forward. In 2017, NSC and the Parish Council looked at the possibility of reducing the then current speed of the three major roads around Failand Triangle (namely; Clevedon Road / Flax Bourton Road / Weston Road) from 40mph to 30mph. Traffic data analysis was organised by the Parish Council with the help and assistance of NSC. The traffic data was collected over an agreed period of time, including but not limited to volume, type of vehicle and speed. A summary of the data captured is available in this report.

The location of the roads around Failand Triangle does meet the Department of Transport (DfT) criteria for 30mph. However, analysis of the data captured for these roads show that, whilst located as per the DfT criteria, they are straight and with good visibility and based on current volume and speed would be too high for a 30mph and would mean traffic calming measures would need to be implemented to reduce actual speeds.

Implementing traffic calming measures to a road network where there are very few accidents could bring a false sense of safety to other road users and pedestrians, thereby causing a sharp increase in accidents.

Based on the data captured various actions for Flax Bourton Road were put in place including minor road works, new signs and new road markings all to encourage slower speeds. In addition to this a reduction of the national speed limit was introduced, which brought the road speed down to 50mph on the approaches to the Failand Triangle.

At no time was a reduction to 30mph turned down by the Parish Council.

However, it has always been an objective of the Parish Council to constantly monitor speed limits within the Parish and working in partnership with NSC, ensure they are appropriate and safe for all road users. The Parish Council is implementing further traffic calming measures on the approaches to the Failand Triangle with the use of village gateways, these are not the physical measures envisage if a 30mph was introduced, that could inadvertently cause a negative impact on air quality, noise issues and potentially put the community at risk.

Police forces around the Country have made it clear they will not be able to provide the resource to enforce reduced speed limits where the 85th %ile shows drivers travelling at speeds far in excess of the reduced limit, without Councils having implemented traffic calming measures and pinch points.

The other factor to consider in any aspiration such as this is funding. In the event NSC agreed to reduce road speeds from their current 40mph to 30mph and assuming road calming measures were required, which would also include some form of strategically placed street lighting then a significant portion of the funding would fall to the Parish Council, which from estimates could be 10's of £000's and the Parish Council currently doesn't have that budget availability.

Date	Location	Average Daily Eastbound Traffic	Average Daily Westbound Traffic	Average Speed	Average 85 th %ile
June 2017	Clevedon Road Eastbound (40mph)	5,216	5,839	40.3mph	43.3mph
Sept 2021	Clevedon Road Eastbound (50mph – 40mph location)	5,000	N/A	39.4mph	47.2mph

What the above data shows is the volume of traffic flow in 2021 has returned to that of 2017 despite the pandemic period. The traffic speed is not on a “like for like” comparison as the Vehicle Activated Sign was not located at the same position on both occasions. 2017 was located between what was then the Post Office and Green Lane. 2021 was located opposite the Failand Inn Pub as drivers left the 50mph road speed and entered the 40mph road speed limit.

4. Unintended Road Pinch Points

Within the parish we have a number of pinch points on our road system. Unlike planned pinch points, which are designed and created to slow traffic into a single way movement, these are unplanned either by way of road width and size of vehicles using the road or parked vehicles. Both cases need extreme caution on approach, where unless drivers slow down and take precautions then there is concern for potential accidents and damage to residential buildings. These include but are not limited to:

- Bristol Road (B3130) between the Battleaxes Pub and the Old Wraxall School
- Lodge lane between Clevedon Road/HighStreet Junction and Elm Lodge Road

5. Vehicle Activated Sign (VAS)

The Parish Council has a VAS unit, which is placed at various locations and monitors a number of traffic flow characteristics, which inform regarding the volume of vehicle flow and traffic speeds during any 24hr period.

Traffic Flow is presented for each direction of flow and in daily and weekly format. This data will be available on the Parish website for anyone to view

Traffic speeds are taken for vehicles passing the VAS unit at the specific location of placement. This data shows the percentage of vehicles adhering to the speed and those exceeding the speed. Each recording is time and date stamped.

6. Reported Accidents in the Parish

Information obtained from NSC and detailed below show there were 26 reported accidents between 01/01/2018 and 30/09/2021. These are accidents that have a Police reference against them.

23 of the 26 accidents were in Wraxall & Failand Parish. 2 were in Long Ashton Parish and 1 was on private land (albeit it within Wraxall & Failand Parish). These 3 are discounted in the assessment below.

6.1 Classification of accidents

- Accidents By Village
 - Wraxall – 7
 - Failand - 16

- Fatalities – 0
- Serious – 0
- Slight – 23

- Time of Day: 21 Light and 2 dark

- Weather Conditions: 14 dry and 9 wet (all without high winds)

6.2 Summary Table of reported accidents

TRAFFMAP
AccsMap - Accident Analysis System

INTERPRETED LISTING

Run on: 03/01/2022

Accidents between dates **01/01/2018** and **30/09/2021** (45) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	14	14
2-wheeled motor vehicles	0	0	6	6
Pedal cycles	0	0	6	6
Horses & other	0	0	0	0
Total	0	0	26	26

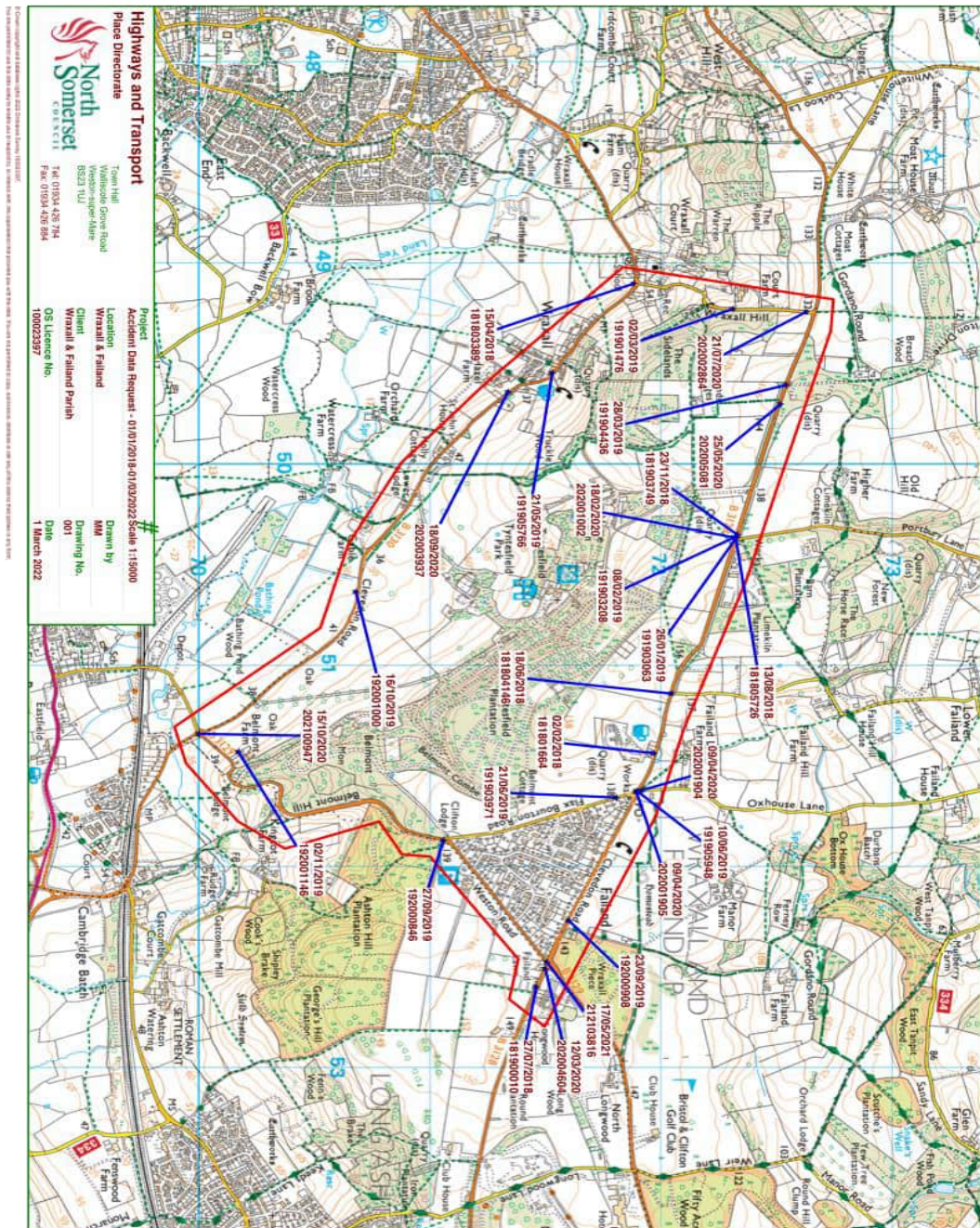
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	20	20
Passenger	0	0	5	5
Motorcycle rider	0	0	5	5
Cyclist	0	0	6	6
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	36	36

6.3 Accident analysis

TRAFFMAP Accident - Accident Analysis System													SELECTION RESULTS		Run on: 01/03/2022
Accidents between dates 01/01/2018 and 30/09/2021 (45) months															Notes:
Selected using Pre-defined Query :															
Poker Ref.	Date	Cas.	Sev.	P2W	Cycs	Feet	Ch	OABs	Vis.	Manv.	Road Cond.	Time	Location		
181801664	07/07/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1624	B3128 CLEVEDON ROAD OUTSIDE/BY FAILAND INN, FAILAND, BRISTOL		
181803389	15/04/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1436	WRAXALL HILL JUNCTION WITH B3130 CLEVEDON ROAD, WRAXALL, BRISTOL		
181804146	18/06/2018	1	Slight	0	1	0	0	0	Light	Left	Dry	0750	HORSE RACE LANE AT JUNCTION WITH CLEVEDON ROAD, BRISTOL		
181900010	27/07/2018	2	Slight	0	0	0	0	0	Light	No turn	Dry	0941	B3128 CLEVEDON ROAD, LONG ASHTON, BRISTOL		
181805726	13/08/2018	2	Slight	0	0	0	0	0	Light	No turn	Wed/Damp	0941	B3128 CLEVEDON ROAD, LONG ASHTON, BRISTOL		
181903749	23/11/2018	1	Slight	1	0	0	0	0	Light	No turn	Wed/Damp	0850	B3128 CLEVEDON ROAD IN WITH PORTBURY LANE, FAILAND, NORTH		
191903063	26/01/2019	2	Slight	0	0	0	0	1	Dark	Right	Wed/Damp	2055	B3128 CLEVEDON ROAD AT JUNCTION WITH U PORTBURY LANE		
191903208	08/02/2019	2	Slight	0	0	0	0	0	Dark	Right	Wed/Damp	1809	B3128 CLEVEDON ROAD AT JUNCTION WITH U PORTBURY LANE		
191901476	02/03/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	1200	WRAXHALL HILL		
191904436	28/03/2019	2	Slight	1	0	0	0	2	Light	No turn	Dry	1442	B3128 CLEVEDON ROAD (OUTSIDE THE DOWNS SCHOOL), JUNCTION		
191905766	21/05/2019	2	Slight	1	0	0	0	0	Light	No turn	Dry	0840	B3130 BRISTOL ROAD, 50M E UNKNOWN ROAD, WRAXALL, BRISTOL		
191905948	10/06/2019	1	Slight	0	0	0	0	1	Light	No turn	Wed/Damp	1700	B3128 CLEVEDON ROAD AT JUNCTION WITH FLAX BOURTON ROAD, BRISTOL		
191903971	21/06/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	1220	FLAX BOURTON ROAD		
192000908	23/09/2019	1	Slight	0	0	0	0	0	Light	No turn	Wed/Damp	1433	B3128 CLEVEDON ROAD 30 METRES WEST OF GREEN LANE, BRISTOL		
192000846	27/09/2019	1	Slight	0	0	0	0	0	Light	Right	Wed/Damp	0950	B3129 BELMONT HILL AT JUNCTION WITH B3129 WESTON ROAD, FAILAND		
192001000	16/10/2019	1	Slight	1	0	0	0	0	Light	No turn	Wed/Damp	0800	B3130 BRISTOL ROAD, WRAXALL, BRISTOL		
192001146	02/11/2019	2	Slight	0	0	0	0	0	Light	No turn	Wed/Damp	0620	B3129 BELMONT HILL, FLAX BOURTON, BRISTOL		
202001002	18/02/2020	3	Slight	0	0	0	0	0	Light	Right	Wed/Damp	0839	B3128 CLEVEDON ROAD JUNCTION WITH PORTBURY LANE, BRISTOL		
202004604	17/03/2020	1	Slight	1	0	0	0	0	Light	No turn	Wed/Damp	1600	B3128 CLEVEDON ROAD JUNCTION WITH CLEVEDON ROAD, FAILAND, NORTH		
202001904	09/04/2020	1	Slight	0	1	0	0	0	Light	Right	Dry	1230	OXHOUSE LANE JUNCTION WITH CLEVEDON ROAD, FAILAND, NORTH		
202001905	09/04/2020	1	Slight	0	1	0	0	0	Light	Right	Dry	1250	U CLEVEDON ROAD OUTSIDE/BY POST OFFICE, 89 CLEVEDON ROAD		
202005081	25/05/2020	1	Slight	1	0	0	0	1	Light	Right	Dry	1007	B3128 CLEVEDON ROAD 50 METRES EAST OF CHARLTON DRIVE, WRAXALL, BRISTOL, BS48		
202002864	21/07/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1736	WRAXALL HILL, BRISTOL, BS48		
202003937	18/09/2020	1	Slight	0	1	0	0	0	Light	Right	Dry	1110	B3130 BRISTOL ROAD (OUTSIDE NEW BATTLAXES), WRAXALL, BRISTOL		
202100947	15/10/2020	1	Slight	0	0	0	0	1	Light	Right	Dry	1630	B3130 CLEVEDON ROAD AT JUNCTION WITH B3129 BELMONT HILL, FAILAND		
212103816	17/05/2021	2	Slight	0	0	0	0	0	Light	No turn	Dry	1115	B129 CLEVEDON ROAD FAILAND AT JUNCTION WITH B128 BEGGAR LANE, FAILAND		
Column Totals		36		6	6	0	0	6							
No. of Accidents				6	6	0	0	5							
Total number of accidents listed: 26															

6.4 Map of reported accidents



6.5 Accidents within the Parish Boundary by Police Reference Number



6.6 Key Themes to note:

- 2 accidents in Failand involved blue light Emergency vehicles in training
- 2 accidents involved road works
- 5 accidents were located at Portbury Lane / Clevedon Rd Junction
- 2 accidents were located at the entrance/exit to the Downs School
- 1 accident on Belmont Hill where the vehicle ended in the field
- 2 accidents at the Clevedon Rd / Flax Bourton Rd Junction (one of which was a cyclist)

From the accident reports it appears most of the vehicles involved in the above accidents were turning into or out of junctions, pulling out into traffic from a stationary position or travelling at slow speeds.

It is recognised this document is incomplete and there is still much to know and understand in order to arrive at a practical and achievable solution in addressing any identified concerns

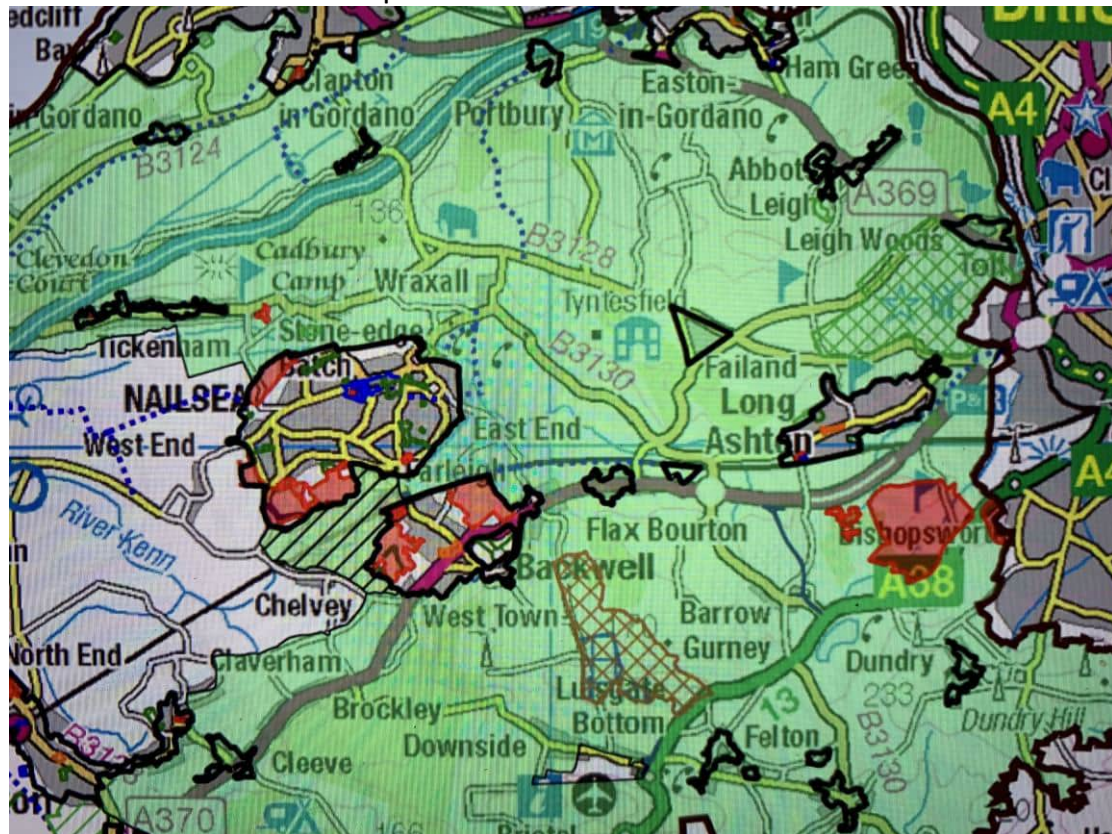
In arriving at the conclusions presented in this report the following data was used:

- Traffic data analysis information collated in various parts of Wraxall and Failand 2021 and Failand Triangle June 2017
- Department for Transport Road Traffic Statistics Analysis for North Somerset
- North Somerset Council Accident data covering the period 01/01/2018 to 30/09/2021

7. Actions Going Forward

- Further and updated traffic flow analysis of volume, type, speed etc. passing through our Parish. To be located in Wraxall between Towerhouse Lane and Budgens and in Failand on the Clevedon Road between Portbury Lane and Flax Bourton Road junction
- Continue working with external highways consultant on possible improvements to the junction of Clevedon Road and Flax Bourton Road
- Continued measurement of reported accidents within the Parish
- Working with NSC Highways team in respect of potential residential development outside the Parish and the potential impact on traffic flow
- Ensure the Neighbourhood Plan Policies are robust and effective in influencing future developments in or immediately near the Parish
- Further investigation following the vote taken by the Parish Council to look to impose a 20mph speed limit in Wraxall

Item 1 - Site Allocation Map



Areas shaded red are locations identified as potential development sites. The Black Lines denote proposed boundaries under the North Somerset Local Plan – Preferred Options dated February 2022

Sites identified for development within a short distance of Wraxall & Failand Parish where traffic flow may have a negative affect on the Parish include:

- Land South of Nailsea - 1,781 dwellings (incl: 651 sites with planning permission / 530 allocations carried forward and 600 new allocations)
- Backwell – 620 dwellings (Inc: 20 sites with planning permission and 600 new allocations)
- Woodspring golf course – 2,500 dwellings

Appendix E Local Green Space Schedule

Wraxall & Failand Neighbourhood Plan

Site:	Justification:
Land to the north of Vowles Close	Demonstrably special to the community of The Elms, Wraxall (via public footpaths) and Nailsea for formal and informal recreation, tranquillity, richness of wildlife and high landscape value. Within close proximity to community and local in character.
Tower House Woods (west of Tower House Lane)	Demonstrably special to the community of Tower House Woods, Wraxall village and beyond for informal recreation, tranquillity and richness of wildlife. Within close proximity to community and local in character.
Wraxall Primary School Playing Fields	Demonstrably special to the community of Wraxall for recreational activity and events, local in character and within close proximity to Wraxall Primary School and village.
Millennium Green	Demonstrably special to the community of Wraxall and the wider Parish for formal and informal recreational activity, local in character and within close proximity to The Grove and Wraxall village (via newly installed footpath).
Wraxall Piece (north-east of Failand Triangle)	Demonstrably special to the community of Failand Triangle, the wider Parish and beyond for informal recreation, richness of wildlife and tranquillity. Local in character and within close proximity to Failand Triangle.