

## EVIDENCE BASE R : *BACKWELL FUTURE CONSULTATION STATEMENT*

R.1 This Consultation Statement is provided to meet the requirements of The Neighbourhood Planning (General) Regulations 2012 Part 5 paragraph 15 (b). The Regulations require that the Consultation Statement:

- 1) contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- 2) explains how they were consulted;
- 3) summarises the main issues and concerns raised by the persons consulted; and
- 4) describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

R.2 The consultation draft plan (*BACKWELL FUTURE NOVEMBER 2012*) included a Consultation Statement containing details of consultations leading up to the publication of the Draft Plan. The current Consultation Statement moves the process forward from the date of the Draft Plan (November 2012). It does not repeat the information recorded in the Draft Plan.

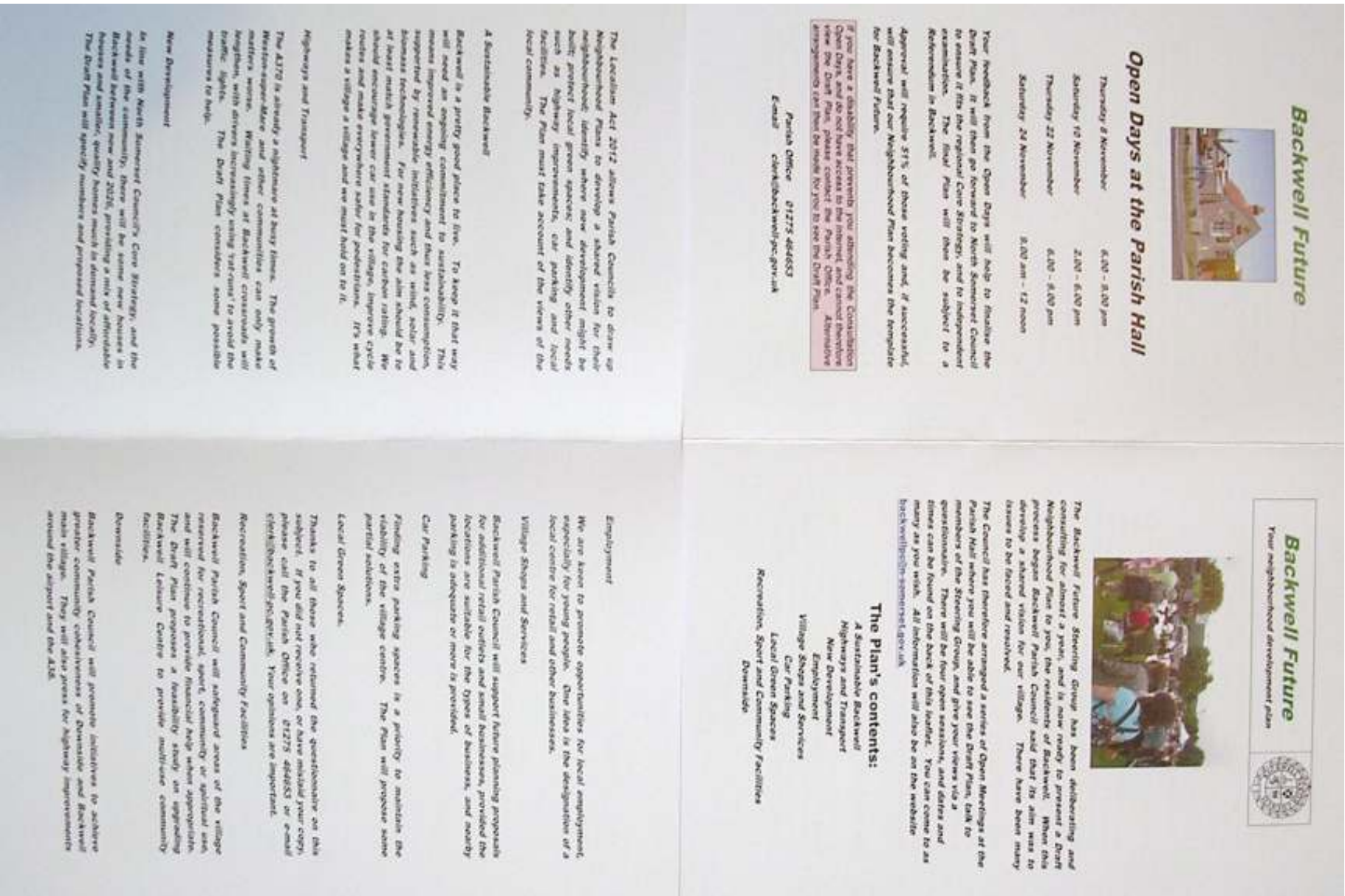
R.3 This Consultation Statement comprises:

- ANNEX A: Publicity and consultation activities
- ANNEX B: Community leaflet number 2; distributed October 2012
- ANNEX C: Draft Plan consultation events November 2012
- ANNEX D: Consultation with statutory consultees and others
- ANNEX E: The main issues and concerns raised by consultees
- ANNEX F: Consultation feedback from the November 2012 'Open Days'

**ANNEX A: Publicity and consultation activities**

<b>DRAFT PLAN STAGE</b> <i>Whenever 'Press Statement' is mentioned below, the same information was sent to the following local publications: Backwell Parish Magazine, Bristol Evening Post, North Somerset Times, Mendip Times, Backwell Paper, North Somerset Life, Somerset Life, Estune Magazine, Nailsea People (website paper), and latterly Nailsea Living. Not every publication carried every article due to editorial choice</i>	Date
Community Leaflet 2 delivered to dwellings and business premises in Backwell announcing the draft plan and consultation arrangements at 'Open Days' in Backwell Parish Hall	October 2012
Draft plan ' <i>BACKWELL FUTURE</i> ' published on the websites of North Somerset Council and Backwell Parish Council	November 2012
Public consultation events held in Backwell Parish Hall: November 8th 6pm-9pm; 10th 2pm-6pm; 22nd 6pm-9pm; 24th 9am-12noon. Details are at Annex C.	November 2012
Press Statement reports on the consultation events and closing date of 12 January 2013 for receipt of responses.	December 2012
Press Statement thanks everyone who responded to the consultation events and advises that the Steering Group is considering the ideas put forward.	February and March 2013
Press Statement advises that the Parish Council continues to develop the neighbourhood plan but the outcome is likely to be delayed following a High Court decision requiring North Somerset Council to review parts of the Core Strategy.	May and June 2013
Press Statement announces that the Parish Council plans to appoint a Critical Friend to review the plan.	July 2013
Press Statement announces that a Critical Friend has been appointed to review sections of the plan.	December 2013
Press Statement announces that North Somerset Council has revised upwards the planned number of new dwellings in North Somerset; and this is unlikely to affect Backwell; and accordingly <i>BACKWELL FUTURE</i> is now being prepared for formal submission.	January 2014

ANNEX B: Community leaflet number 2; distributed October 2012



## ANNEX C: Draft Plan consultation events Nov. 2012

Four events were held in Backwell Parish Hall at which the public could view and comment on the draft of the *BACKWELL FUTURE* Plan.

The events were publicised in the local press, and five large display boards were sited around the village announcing the details.



Copies of the draft Plan were available in the Hall as were 16 display boards each depicting the key points and policies of a particular section of the plan. A copy of the report by TPA, the highway consultant, was available as were alternative development proposals submitted by prospective developers.

A register of those attending these events was maintained and totalled 500 visitors over the four days. Each visitor was provided with a Response Form on which to comment about the Plan. Paper copies of the display boards were made available to those that wished to take them away. In addition the Draft Plan was placed on the Backwell Parish website.



Members of the Parish Council and the Steering Group attended to answer questions and to administer the events.

The Response Form enabled attendees to indicate their agreement or disagreement, and to comment upon, each section of the Draft Plan. The Response Form is shown overleaf and it has been marked up to show the responses received at the events or subsequently delivered to the Parish Office. It is notable that each section of the Draft Plan received overwhelming endorsement by the community with approval ranging from 93% to 100%.

With the exception of Local Green Spaces (which only presented options) the Parish Council concluded that the principal proposals and policies in the Draft Plan were agreed by the community.

Numerous comments were included on the Response Forms. These were reviewed by the Steering Group and a summary of the main points arising are shown at ANNEX F.



## Backwell Future

### The Draft Plan Response Form (also available on [www.backwell-pc.gov.uk](http://www.backwell-pc.gov.uk))

Follow the boards around the Hall and tick the boxes below when you have read the issues and proposed policies for each one. Add any comments you wish. **Use the back of the form for additional comments about any item, or Plan as a whole.** (You will get another copy of this when you leave.) If you need more information please ask for assistance or consult the detailed plan available on the table.

Proposed Policy	Agree	Disagree	Your Comments
The Backwell Community	100	0	
A Sustainable Backwell	96	4	
Transport and Highways	96	4	
New Development	94	6	
Employment	97	3	
Village Shops And Services	96	4	
Car Parking	94	6	
Local Green Spaces options: please see separate Questionnaire	If you have previously submitted an LSG Questionnaire, but now wish to change it, get a new form at the desk and complete it. It will override your previous Questionnaire. If you have not submitted before, do it now, or before 12 January 2013. You may nominate as few or as many fields as you wish, giving reasons that meet the criteria.		
Recreation, Sport And Community Facilities	93	7	
Downside	97	3	

The Colles Quarry redevelopment display is **not** part of the draft Plan and may, or may not, feature in the final Plan. If you have comments about this proposal please write them on the back of this form.

Please hand this form in at the desk when you leave

Name ..... Address .....

**Thank you for being part of Backwell Future**

**ANNEX D: Consultation with statutory consultees and others.**

The Neighbourhood Planning (General) Regulations 2012 require that ‘Before submitting a plan proposal to the local planning authority, a qualifying body must.....consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan.’ The parties that were consulted, about the Draft Plan, are listed below.

<b>TABLE OF CONSULTEES</b>	
<b>Statutory Consultees</b>	<b>Other Consultees</b>
Coal Authority	Backwell Access Group
The Homes and Communities Agency	Backwell Environment Trust
Natural England	Backwell Residents Association
The Environment Agency	Backwell Sustainable Transport Action Group
English Heritage	Sustainable Backwell
Network Rail	Bristol Airport
Highways Agency	CPRE
BT Correspondence Centre	Developers and/or landowners:
North Somerset NHS Primary Care Trust	Alder King
Bristol Water	A P Godfrey
Wessex Water	Brandon Trust
British Gas Transco	British Red Cross
North Somerset Internal Drainage Board	Coles Quarry
Wales and West Utilities	CSJ Planning
Western Power Distribution	DLP Planning
Nailsea Town Council	Ettrick Garage
North Somerset Council	First Step Homes
Flax Bourton Parish Council	Gleeson Group
Wrighton Parish Council	Griffiths and Hosier
Brockley Parish Council	Hoddell Associates
Wraxall and Failand Parish Council	J A G Millward
Barrow Gurney Parish Council	Pegasus Planning
Winford Parish Council	Persimmon Group
The Mobile Operators Association (MOA)	

The main issues and concerns raised by these consultees, and how they are addressed in *BACKWELL FUTURE* are shown in Annex E.

**ANNEX E.** This section records the main issues and concerns raised, by Statutory and other consultees, in response to the *BACKWELL FUTURE* draft plan November 2012. Many other comments were received, some of which resulted in changes to the wording of the Plan, but these are not recorded here. Backwell Parish Council thanks all respondents for their contributions. See also Annex F which summarises the responses from the Backwell community.

## **BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 5: LIVING WITHIN ENVIRONMENTAL LIMITS**

<b>SUBJECT</b>	<b>DRAFT PLAN REF.</b>	<b>MAIN ISSUES AND CONCERNS</b>	<b>HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN</b>
<b>North Somerset Council</b>			
Sustainability	5.6	Is this clearly justified and viable? Not consistent with Core Strategy CS2 approach	Policy wording modified
	5.10	Highway drainage	Wording modified
	5.13	Greater clarity needed on encouraging sustainable transport	Working Party proposed to research and action detailed mitigation measures (see Evidence Base D)
	5.15	Turn into policies - allocation of allotments, community orchard etc?	Consider that these are essentially aspirations not requiring policies in <i>BACKWELL FUTURE</i> .
<b>Backwell Residents Association</b>			
Drainage	5.9	The aim in new development should be to eliminate run-off - not merely reduce it.	Wording of policy modified
Flooding	5.10	Long standing flooding problems are a limitation on new development.....solutions are needed prior to any new development.	While accepting that existing problems need to be remedied, the situation affecting new development is considered to be safeguarded by the requirement that surface run-off from new development must not increase flood risk.
<b>Backwell Sustainable Travel Action Group</b>			
Walking and cycling	5.11	The Core Strategy refers to the need to maximise opportunities for walking and cycling as well as public transport. The Plan should encourage these modes of transport.	Agreed that the Draft Plan gave this too little weight and this section redrafted to emphasise walking and cycling. Details are at Evidence Bases C and D.
<b>Brockley Parish Council</b>			
Low carbon policies	5.5 - 5.6	<i>'concerned low carbon policies may be over zealously applied to the detriment of Backwell and neighbouring parishioners wellbeing'</i>	The wording in section 6: PLANNING POLICY SUSTAINABILITY 2 has been simplified but the principle of supporting low carbon initiatives is retained.

EVIDENCE BASE R: Consultation Statement

<b>Natural England commenting on the Sustainability Appraisal</b>			
Objectives	1.0	<i>'...suggests that the effects of the Backwell Future plan could be enhanced by inserting the words "green infrastructure" into BF objectives 3 and 8'</i>	'Green infrastructure' now embodied in the third Objective at section 2 of the Plan.

## **BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 6: TRANSPORT AND HIGHWAYS**

<b>SUBJECT</b>	<b>DRAFT PLAN REF.</b>	<b>MAIN ISSUES AND CONCERNS</b>	<b>HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN</b>
<b>North Somerset Council</b>			
TPA study	6.3 to 6.11	There is little difference in operating conditions in 2026 with or without development [in Backwell]	The revised Plan (section7) re-emphasises that the forecast increased queue lengths in 2026 is due to development outside of Backwell and that it is inappropriate that the Plan should propose significant development within Backwell itself because this would only make matters worse.
Capacity of the cross roads	6.12 c) and 6.23	Paragraph should be considered in the context of the proposed policy at 6.24. Wording should recognise that physical infrastructure improvement at this junction is extremely challenging and that increasing the capacity of this junction could have adverse traffic generation impacts/other adverse consequences.	The suggested wording has been included.
Rat running	6.13 to 6.14	The highway safety benefits of the introduction of traffic calming measures would be undoubtedly welcome. However, making these routes less attractive to vehicular traffic may increase pressure on the A370.	Wording changed to include this point.
New development	6.24 a)	Define satisfactory as infrastructure which meets the needs of the intended users of the development and the local community. The policy should be revised to encourage early engagement with promoters/policy makers and seek to ensure that transport infrastructure is provided in a timely manner to meet the needs of users and the local community.	Wording modified to cover this point.



EVIDENCE BASE R: Consultation Statement

Housing	6.24 b)	Need to define: “modest” implies more than infilling?; and “major highway improvements”. The proposed policy does not meet the tests set out in the NPPF.	The basis for this policy has been developed in greater detail and the wording has been revised to refer to development appropriate to a Service Village (section 7.20).
<b>Highways Agency</b>			
Policies	6.24	Supports the Parish Council’s policy, in particular 6.24 a) and 6.24 c)	
<b>Bristol Airport</b>			
TPA report		Advises that the predicted effect on traffic in Backwell as a result of Bristol Airport’s expansion is negligible.	EVIDENCE BASE D at D.4 explains that no account has been taken of the additional traffic associated with the expansion of Bristol Airport.
<b>Charles Church</b>			
TPA report	6.3	Requests that the report by TPA be made publicly available	This document was available at the November 2012 consultation ‘Open’ days concerning the Draft Plan. It is included in the Evidence Base for the final Plan that will be publicly available.
Policy	6.24	Concerns about the appropriateness and effectiveness of the wording of the policies at 6.24.	The basis for this policy has been developed in greater detail and the wording has been revised to refer to development appropriate to a Service Village (section 7.20).
<b>Backwell Residents Association</b>			
Policy	6.24 a)	Proposes expansion of the policy	Wording expanded as proposed
Policy	6.24 b)	Proposes that this policy be more precise.	This policy has been reworded
M5 traffic	6.13	Notes that no mention is made of the A370 being an alternative route to the M5	A note is added to cover this point
Danger to children	6.13 b)	Recommends that greater emphasis is given to the danger to school children.	Wording extended to cover this point
<b>Backwell Sustainable Travel Action Group (BSTAG)</b>			
BSTAG provided extensive comments on the Draft Plan particularly about highways and transport issues. BSTAG’s main point is that the Draft should have been ‘ <i>more ambitious in its proposals, and that these should include specific proposals to construct a network of safe cycling and walking routes so as to reduce local traffic.</i> ’ The Draft referred to the report by consultants TPA which contains [at 3.17 and 5.15] limited information about safe cycling and walking routes. It is understood that BSTAG was unaware of the TPA report when providing their comments.			
Objectives	1	Several objectives need amending to strengthen the importance of walking and cycling	The wording of objectives has been modified
Queue lengths	6.16 to 6.24	None of the measures proposed appear likely to do anything more than slow the rate of increase in queue lengths. More radical measures are needed to reduce local car use within the village, via increases in cycling and walking.	The Plan now includes the Backwell Traffic Mitigation Strategy as described in Evidence Base D at D.20, to address this issue, but with qualification at D.30. The Plan also stresses at D.36 that due to highway constraints new development should be limited to local needs.

EVIDENCE BASE R: Consultation Statement

Station Road	6.19	The Council should investigate with Network Rail whether there is any scope, in the period to 2026, to upgrade or replace the Station Road tunnel which is clearly unfit for purpose for current levels of traffic, let alone levels in 2026. It is also a serious hazard for cyclists and pedestrians.	The Working Party to be set up to deliver the Backwell Traffic Mitigation Strategy (see EVIDENCE BASE D) will investigate this.
Planning policy	6.24	The Plan should be more ambitious in its proposals, and include specific proposals to construct a network of safe cycling and walking routes so as to reduce local traffic.	The Backwell Traffic Mitigation Strategy at EVIDENCE BASE D.20 proposes that a Working Party takes this forward.
Station Road	6.24	The Council should investigate opportunities to improve the situation including making double width shared use pavements on one side of the road (i.e. amalgamating the pavements on each side of the road where this exists) and where necessary purchasing a strip of land from residents whose houses front onto the road.	The Working Party to be set up to deliver the Backwell Traffic Mitigation Strategy will investigate this.
<p>The Steering Group agreed that <i>BACKWELL FUTURE</i> should give the provision of safe walking and cycling routes a higher profile. Accordingly an additional section of the Plan is included in EVIDENCE BASE D: Highways, and additional proposals are made in EVIDENCE BASE C: Living within Environmental Limits. In addition EVIDENCE BASE Q has been drafted by BSTAG.</p>			

**BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 7: DEVELOPMENT**

SUBJECT	DRAFT PLAN REF.	MAIN ISSUES AND CONCERNS	HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN
<b>North Somerset Council</b>			
Strategic Gap	7.13	Map and policy statement unclear	Revised map and key introduced.
Strategy for new housing	7.16	Should refer to “recent information about local housing needs..... SHMA and SHLAA”.	Draft amended accordingly.

EVIDENCE BASE R: Consultation Statement

Housing policy	7.21	<p>The proposed policy does not meet the tests set out in the National Planning Policy Framework (NPPF). The Plan identifies that there are no major highways improvements that can be delivered at the A370 crossroads. Therefore, housing development cannot be bound to deliver ‘undeliverable’ improvements. Furthermore, the Plan identifies that housing development is unlikely to be of significant detriment to existing highway operating conditions.</p> <p>NPPF requires that development mitigates its own impacts and is not required to rectify existing problems. Better to reword policy as follows “housing development in excess of that identified in this plan will only be allowed if evidence is provided to demonstrate no adverse impact on the local highway network”. This would then accord with NPPF. “local priority needs” see comments on para 7.42 relating to “local needs” and local connections</p>	<p>This section of <i>BACKWELL FUTURE</i> has been redrafted to provide greater context and explanation for the policy. The policy has been reworded in EVIDENCE BASE G: New Development, and the justification is explained in EVIDENCE BASE D: Highways.</p> <p>The revised policy now focused on development appropriate to a Service Village (section 7.20) that meets local needs.</p>
Policy for smaller dwellings	7.30	Is there enough evidence to justify support for small dwellings - is the issue particularly acute in Backwell? Definition of a ‘small’ dwelling needed otherwise policy not implementable.	Evidence is provided by the Ward statistics, residents’ views in the BCPlan and consultation feed-back about the draft of <i>BACKWELL FUTURE</i> .
Affordable Housing	7.33	Should refer to 150 as a minimum target for North Somerset	Wording amended and proposals exceed the minimum
Affordable Housing	7.36	Although the Community Plan may have used a different definition of affordable housing, the Backwell Future Plan will be a planning document and therefore should recognise the correct terminology used in the planning arena.	It is important to record the Community Plan definition because the data provided by that Plan needs to be correctly interpreted. <i>BACKWELL FUTURE</i> has been revised to place the Community Plan in a separate text box so that <i>BACKWELL FUTURE</i> planning policy issues always refer to the NPPF definition of Affordable Housing. EVIDENCE BASE G.33.
Affordable Housing	7.31 - 7.36	Lack of clarity in explaining affordable housing policy	The position is clarified by the Community Plan text box referred to above. In addition there are now formal policies.
Local connection	7.42	Local lettings are only used by NSC for affordable housing on exceptions sites where	Policy redrafted to refer to NSC’s cascade methodology.

EVIDENCE BASE R: Consultation Statement

		there is robust evidence of local need. Concerns that this policy approach needs more robust evidence base such as Local Housing Needs Survey.... Definitions of “very close family” (mother/father, son/daughter?) and “employment connections” (i.e. to Backwell Parish or village?) needed and justification given in the preceding text. NSC local letting criteria are used. A better approach is to consider the appropriateness of a local lettings policy upon receipt of application, to allow for prevailing circumstances to be taken into account. Following draft Plan consultation NSC can advise further on wording and operation of this policy.	
Potential development sites	7.49	Lack of clarity in explaining site selection	Consider that the process is clear. However some further explanation has been provided.
<b>Backwell Residents Association</b>			
Housing Development policy	7.21	Policy statement too vague	Policy statement has been modified
Site selection criteria	7.51	Failure to refer to brownfield sites.	Policy re-worded to clarify that “preference for brownfield sites” was amongst the criteria for selection of development sites.
Affordable Housing	7.54	Insufficient explanation of how the number of affordable housing was calculated.	EVIDENCE BASE G: This section has been updated with more recent information and a Policy added to clarify how dwellings will be delivered.
<b>Backwell Residents</b>			
Affordable Housing	7.31 - 7.45	Insufficient provision of affordable housing	Revised data has been obtained from HomeChoice indicating reduced waiting lists and the revised Plan contains additional numbers of dwellings.
Spread of development sites around village	7.51 - 7.66	Inadequate distribution of potential development sites	Plan explains the search for suitable sites throughout the village, but only a limited number of sites came forward which conformed with all the criteria. It is likely the “spread” will be helped by a variety of anticipated small infill sites in the years ahead

EVIDENCE BASE R: Consultation Statement

Too much development	7.0	Too much development, which will destroy the village feel	The NP needs to comply at least with the minimum requirements of NS Core Strategy. The development is required to meet local needs.
Moor Lane Congestion	7.54 - 7.55	Any more development in the Moor Lane area will exacerbate existing parking and traffic problems.	Extension of the railway station car park is due to proceed. North Somerset Council is working with the Parish Council to identify appropriate restrictions on parking in Moor lane EVIDENCE BASE F refers.
<b>Developers</b>			
Land at Farleigh Fields		Turley Associates on behalf of Charles Church report January 2013. Key points: <i>‘Our biggest concern is that the Consultation Draft Plan fails to plan for sufficient levels of growth....[it] should allocate further development taking advantage of land in sustainable locations, such as land at Farleigh Fields’;</i>	The land referred to is outside of the Settlement Boundary. The Plan provides adequate development that is accommodated within the existing Settlement Boundary. Farleigh Fields are identified as Local Green Space.
Selection criteria	7.51	<i>The principal selection criteria, however, used by the Parish Council to identify preferred sites (paragraph 7.51) is inappropriate;</i>	The Plan considers that the Green Belt, the Backwell/Nailsea Strategic Gap, and the Settlement Boundary are the primary criteria and that these have been correctly applied.
Loss of Employment land at Moor Lane	7.52 7.54	<i>‘The loss of employment land within Backwell is contrary to the policies of the adopted Replacement Local Plan and Core Strategy’;</i> .	This refers to sites A and B allocated in the Plan for Mixed Use in lieu of B1. The Plan proposes that approximately one third of the land is retained for B1 employment use. The Moor Lane land has been allocated for employment use for 20 years, with no apparent demand. It is considered the reduced area will be adequate to match demand in the Plan period and make development for employment more viable. EVIDENCE BASE G.42 to G.44 contains additional information.
Land at Rodney Rd and Waverley Rd		CSJ Planning Consultants Ltd email 21/2/13 key point <i>‘These sites are ideally located to allow for the extension of the village’s settlement boundary.</i>	The land referred to is outside of the Settlement Boundary. The Plan provides adequate development that is accommodated within the existing Settlement Boundary. EVIDENCE BASE G.34 gives details.
Land at Dark Lane		DPDS Consulting letter 11/1/13 main concern: <i>‘It is disappointing that the land off Dark Lane is not identified in the Draft Plan as a potential development site’;</i>	The Dark Lane site is in the Green Belt and <i>BACKWELL FUTURE</i> proposes adequate development within the existing settlement boundary as explained in the Development section of the Plan.

EVIDENCE BASE R: Consultation Statement

Housing need survey	7.27 - 7.29	<i>'60 new dwellings over the period to 2026 is low and is considered insufficient..... there is an urgent requirement for a Housing Needs Survey'</i>	It is not considered appropriate for a NP to undertake a full Housing Needs Survey. It is considered that local knowledge of the community's needs, feedback from the Community Plan, and North Somerset Council's HomeChoice waiting list provide adequate guidance. The Council has worked with the Plan's Steering Group and has not suggested that a Survey is justified.
Land on the north side of the railway towards Nailsea		Gleeson Developments Ltd main concerns: <i>'We have a long term interest in promoting the land off Station Road and Youngwood Lane.....the Draft Plan has not been prepared in a positive manner'</i>	The land referred to is outside of the Settlement Boundary. The Plan has been prepared positively under the guidance of North Somerset Council.
Land behind the New Inn, West Town Road		Ken Edis email 11/1/13: <i>'I confirm that we are happy with the land in question being included in the Neighbourhood Plan.....the site is most likely only suitable for 2, perhaps 3 plots'</i> [as opposed to up to 5 proposed in the Draft Plan]	This site continues to be included in the Plan irrespective of the number of houses to be provided.
Land at Moor Lane		DLP planning consultants letter 11/1/13, on behalf of Taylor Wimpey, main point: <i>'....Sites A and B, the proposed change to the longstanding allocation for employment uses to a Mixed Use is welcomed.'</i>	The Plan allocates sites A and B for Mixed Use development. A number of meetings have been held to discuss the outline plan, the number of dwellings to be provided, ecology surveys, etc. Taylor Wimpey has confirmed the development is deliverable and expect to submit a planning application soon. E BASE G.50.
Land at Even Keel		Alder King for J and E Griffiths. Letter 27/1/12 offers land for development at Moor Lane.	This site, adjacent to the existing Settlement Boundary, was identified by NSC as having development potential in its Strategic Housing Land Availability Assessment. The site is not included for development in <i>BACKWELL FUTURE</i> but its possible longer term potential is unaffected.
<b>Backwell Sustainable Travel Action Group</b>			
Strategic Gap	7.14	An exception should be made to allow for a new pedestrian and cycling route between Backwell and Nailsea	Consider that a cycle route would not prejudice the purpose of the gap and wording modified to clarify this.
Moor Lane development	7.54	Development of the Moor Lane site should include adequate provision of pedestrian and cycling infrastructure; pedestrian/cycling tunnel under the railway built as a planning condition; alternatively the provision of a path between the railway embankment and the Backwell Motors site.	The general concept of this proposal is adopted in EVIDENCE BASE G: New development.



**BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 8: EMPLOYMENT**

SUBJECT	DRAFT PLAN REF.	MAIN ISSUES AND CONCERNS	HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN
<b>North Somerset Council</b>			
Coles Quarry	8.4 (c)	Lack of clarity on how any development here might influence Employment policy	Coles Quarry redevelopment includes proposals for offices and light industry. The Steering Group took the view that proposals were insufficiently developed to address environmental issues and the concerns of residents. Should these issues be satisfactorily addressed and planning approval obtained, consideration would be given to reducing the area allocated for employment at Moor Lane and that area could then be reallocated for housing. The Plan provides for employment assuming that the re-development of Coles Quarry does not materialise. Plan reworded. EVIDENCE BASE G.56.
<b>Backwell Residents Association</b>			
Site selection	8.2	Need to clarify that Employment site selection should follow the same sequential testing as for other development sites	Only one site was available and this is already designated for employment. Sequential testing would have been applied if alternative sites were available.
Business Rep.	8.11 - 8.12	The appointment of a Business Rep. to promote employment to also include close liaison with adjoining Councils and other influential groups.	Plan reworded.
<b>Developers</b>			
Alternative sites	7.51	Some developers consider alternative green-field sites can be used for employment	The Plan has assessed all potential sites, and rejected those in Green Belt, outside the Settlement Boundary or which did not meet other stated criteria.
<b>Backwell Sustainable Travel Action Group</b>			
Business representative	8.12	This role should include encouraging businesses to promote alternatives to car use including cycling and walking, via Bike to Work schemes etc.	Agreed. This added.

**BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 9: VILLAGE SHOPS AND SERVICES**

SUBJECT	DRAFT PLAN REF.	MAIN ISSUES AND CONCERNS	HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN
<b>North Somerset Council</b>			
Retail	9.8	Need to clarify the area policy relates to	Reworded as a general policy
Local Centre	9.9	Boundaries of local centre to match Sites and Policies map. Need to revise policy for on-site parking. There is no robust basis for seeking public car parking in addition to that required by the development. Therefore the paragraph should be revised to read ‘ the opportunity will be taken to seek to secure an appropriate level of on-site parking...’ otherwise the policy does not accord with policy tests set out within para 204 of the NPPF.	Revised map introduced  Policy reworded
<b>Backwell Residents Association</b>			
Establishments	9.2 & 9.6	Suggestions for greater clarity	Amendments made
Local Centre	9.9 iii	Should include a condition that change of use should not be given for the loss of existing retail units in the central area, where the alternative results in significant reduction of anticipated employment provision or range of services.  Policy should provide for mixed use with apartments or flats to improve the viability of commercial premises.	Policy wording amended.  New policy about mixed use added
<b>Backwell Sustainable Travel Action Group</b>			
Shops	9.9	The Plan should balance investment in parking with investment in realistic alternatives (principally walking and cycling infrastructure) in line with the Core Strategy.	Both areas will require investment and the Parish Council will endeavour to strike a balance as opportunities occur.

**BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 10: CAR PARKING**

SUBJECT	DRAFT PLAN REF.	MAIN ISSUES AND CONCERNS	HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN
<b>North Somerset Council</b>			
General	10	Needs to refer to North Somerset Parking Standards SPD which is planned for consultation in early 2013.	Reference to standards added
Option 1	10.12	Several comments about design of the parking area	Consider that details are best decided at investigation and design stages and not in <i>BACKWELL FUTURE</i>
Option 3	10.16	Transport assessment of impact on public highway needed	Paragraph reworded to include this
Parking restrictions	10.26/27	Consideration needs to be given to enforceability of parking restrictions by Avon and Somerset Constabulary	Situation discussed with the Police. Details to be confirmed when extent of restrictions finalised
Mr Milward	10.30	Land owner objects to the designation. Principal concern is about safeguarding the existing access to the land to the rear of the proposed area of designation.	Wording changed so that the proposed designation is subject to detail and satisfactory arrangements for access to the field behind for the landowner.
<b>Backwell Residents Association</b> Note: many helpful and supportive comments made. Some duplicate the points made by North Somerset Council			
Moor Lane	10.6	Suggestions for greater clarity of parking problems	Wording amended
<b>Backwell Sustainable Travel Action Group</b>			
Station car park	10.2	Concerned that plans to extend the car park are likely to lead to a further increase in traffic on Station Road	Charges should make the station car park less attractive for commuters from Yatton etc that currently use Backwell because parking is free. It remains to be seen whether greater use of trains results from increased car parking in lieu of parking on the roads near the station. EVIDENCE BASE F.6 refers.
Viability of shops	10.7	Concern that Plan assumes increased parking is the only way to support local businesses	Wording amended
Rodney Road	10.13	Concern that reduction in pavement reduces the area available for pedestrians and cyclists	Existing pavement will retain adequate space after widening layby parking area. There are few realistic alternatives for addition car spaces in this area.
Church car park	10.30	Proposes the alternative of new parking at Coles Quarry	Consider the uphill walk will be too far for older churchgoers and Coles Quarry proposals are uncertain

**BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 11 :LOCAL GREEN SPACES**

SUBJECT	DRAFT PLAN REF.	MAIN ISSUES AND CONCERNS	HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN
<b>North Somerset Council</b>			
Policy	11.41	<p>Policy does not conform to the intentions of the NPPF in that it places greater restrictions on development.</p> <p>NSC remains concerned that the inclusion of extensive areas of land to the south west of Backwell would be contrary to para 77 of NPPF and may be difficult to justify at examination.</p>	<p>Policy amended to comply</p> <p><i>BACKWELL FUTURE</i> is evidence based and is considered to meet the NPPF and the Core Strategy.</p>
<b>Backwell Residents Association</b>			
Local Green Space	11.44	Recommends two Local Green Spaces; one at Farleigh Fields and the other at Moor Lane.	Revised Plan includes these two areas and BRA evidence is at EVIDENCE BASE K.
<b>Backwell Sustainable Travel Action Group</b>			
Footpaths	11.28	Proposes that properly surfaced paths are provided in some fields where public footpaths allow access only by walkers	This issue would be considered by the Working Party proposed in EVIDENCE BASE D: Highways
<b>Landowners and developers</b>			
Field areas 12 and 13	11.35	CSJ Planning Consultants Ltd email 28/11/13 advises 'we are seeking the removal of the designation of Local Green Space that has been provisionally allocated to it'	Reply email 20/11/13 advises: <i>The Steering Group will.... consider your representation about Local Green Space. It is envisaged that a revised version of the Neighbourhood Plan will be available in the spring.</i> This land is included as Local Green Space EVIDENCE BASE J.
Field 21	11.46	Joint letter 7/12/12 from Sully and Abbruzzo stressing that part of field 21 includes their properties Natal and Summervale and should not be on the LGS map.	Field 21 LGS area now reduced to omit Natal and Summervale and their gardens.
Land at Grove Farm	11.44	DLP planning consultants letter 11/1/13. 'We will of course be keen to see any responses you receive in respect of these fields and, where they are characterised as 'special', the reasons given. We are clearly not aware that these fields hold any particular local significance.....'	No direct response has been made to DLP. The revised Plan at section 12 and the supporting Evidence Bases will, through the next stage of consultation arranged by North Somerset Council, be freely available.

EVIDENCE BASE R: Consultation Statement

Land at Moor Lane	11.44	DLP planning consultants letter 11/1/13, on behalf of Taylor Wimpey, main point in relation to sites A and B: <i>'We will of course be keen to see any responses you receive in respect of these two fields and, where they are characterised as 'special', the reasons given'.</i>	The process followed by the Parish Council gave the community the opportunity to identify any area as LGS. Few considered sites A and B were special. These fields are not therefore proposed as Local Green Space and have been allocated for Mixed Use development as detailed at EVIDENCE BASE G.59.
Land at Farleigh Fields	11.44	Turley Associates for Charles Church report January 2013. <i>'Our biggest concern is that the Consultation Draft Plan fails to plan for sufficient levels of growth....[it] should allocate further development taking advantage of land in sustainable locations, such as land at Farleigh Fields';</i> <i>'our clients would not propose that the whole of the Farleigh Fields site is brought forward for development and would support the designation of part of the site as LGS. We do not, however, support the designation of the whole of Farleigh Fields as LGS.'</i>	This land is outside of the Settlement Boundary and <b>BACKWELL FUTURE</b> proposes adequate development within the existing settlement boundary as explained in the Development section of the Plan. Furthermore other land, outside of the Settlement Boundary and not proposed for LGS would be available for any longer term development.  Section 12 of the revised Plan, together with the supporting Evidence Bases, evidences that that these fields are demonstrably special to a local community and are therefore proposed as Local Green Space. Farleigh Fields contain some of the best and most versatile agricultural land in the village and therefore any development is inappropriate.

**BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 12: RECREATION, SPORT, COMMUNITY**

SUBJECT	DRAFT PLAN REF.	MAIN ISSUES AND CONCERNS	HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN
<b>North Somerset Council</b>			
Conservation areas	12.17	Should be section relating to heritage assets. It is not necessary to refer to Conservation Areas in this policy.	Heritage section added. Prefer to include Conservation Areas for the information of the community
Policy	12.18	Not land use policies but could be Community Action policies. Is the community confident that all recreation, sport, community or spiritual uses are designated on the map?	Policies re-titled
Village map			Reworded
<b>Backwell Residents Association</b>			
		Numerous comments made especially on the Community Centre section	Contributions are helpful but considered too detailed for inclusion in <b>BACKWELL FUTURE</b>

EVIDENCE BASE R: Consultation Statement

<b>Backwell Sustainable Travel Action Group</b>			
Community Centre	12.14	Queries why the Parish Hall being 'much loved' might be a candidate for demolition in favour of a car park	This is but one of several options demonstrating lateral thinking

**BACKWELL FUTURE: CONSULTATION STATEMENT: SECTION 13 :DOWNSIDE**

SUBJECT	DRAFT PLAN REF.	MAIN ISSUES AND CONCERNS	HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN
<b>North Somerset Council</b>			
Green Belt	13.10	The area concerned does not have the critical mass necessary for a settlement boundary. Change to the Green Belt would be contrary to the Core Strategy	13.10 deleted
Policy	13.12	The policy does not contribute to development management and would perhaps be more appropriately expressed to a "community action" policy. A38 and junction improvements should be part of Highways and Transport section.	Policy retitled Community action policy.  A38 issues are retained here and a reference added in the Highways and Transport section.
<b>Bristol Airport</b>			
Downside	13.2	Suggests that this para portrays an unnecessarily pessimistic view of employment opportunities	Agreed. Wording revised.

**BACKWELL FUTURE: CONSULTATION STATEMENT: APPENDIX 3 AGRICULTURAL LAND**

SUBJECT	DRAFT PLAN REF.	MAIN ISSUES AND CONCERNS	HOW CONSIDERED AND WHERE RELEVANT ADDRESSED IN THE PLAN
<b>North Somerset Council</b>			
Policy	C12	Statement is too categoric and contrary to NPPF para112. It should "take into account" BMV agricultural land where "significant development of land is demonstrated to be necessary".	Policy reworded
Key criteria	C16	Statement that agricultural land classification is 'one of several key criteria used' 'to determine where development should or should not take place' need explanation and qualification.	The Agricultural Land Classification is included in the criteria listed in Evidence Base G: New development.



## **ANNEX F: CONSULTATION FEEDBACK FROM THE NOVEMBER 2012 OPEN DAYS**

This section provides a record of the key points raised by the Backwell community, recorded on the Response Forms, arising from the four November 2012 'Open Days' when the Draft Plan was displayed in Backwell Parish Hall. The author of each sub-section is, or was, a member of the Steering Group. Feed-back from the community has been taken into account in revising *BACKWELL FUTURE*.

### **TRANSPORT AND HIGHWAYS**

#### **A370 18 comments**

- Footways; widen and make continuous/use CPO powers; 30 mph limit from George Inn thro Village
- 20 mph on whole of A370; 20 mph between traffic lights; Speed Camera?
- RH turns at cross-roads are dangerous; Box junction markings; Pollution levels
- Severance by road; traffic calming; flowers beds down centre; Policing of situations
- Pedestrian crossing at Farleigh ; Barrier opposite footpath by Red Cross hall to stop zooming onto main road

#### **Station Road 38 comments**

- Footways too narrow and discontinuous; overgrown hedges and banks; heavy pedestrian traffic; dangerous route to school; overhanging wing mirrors; 20 mph limit throughout- speed and level of traffic; Widen railway bridge; Coaches should be re-routed
- Slow cyclists; Access from house drives and at junctions difficult; Parking restrictions at Embercourt Drive near junction
- Charges at Station car park -more parking in Moor Lane/ Longthorn where parking covenant on residents but not on commuters.

#### **Church Lane 10 comments**

- Footways- widen to Hillside; Church Town stop large vehicles; Junction with Dark lane
- Parking needed near the church; Taxi short cut to Bristol Airport

#### **Dark Lane 11 comments**

- Footways; Race track to catch lights; Experiment successful; Traffic calming NOT successful; confusing no priority
- Exiting from drive difficult; Unsuitable for heavy vehicles and heavy traffic; Parking near Cross Roads without time limit pushes cars into side roads

#### **Speed Limits 23 comments**

- 30mph limit A370 back to George Inn; Backwell Common; 20 mph limit between traffic lights; whole village; Station road/ rat runs
- Do NOT agree with 20mph on all village roads; Do not agree with any speed limits
- 20mph too difficult to police; drivers ignore signs by school; Leave speed limits as they are

#### **Traffic Calming 27 comments**

- Station Road ; school area; Rat Runs; No calming devices; Top Dark Lane is confusing/dangerous; no priority
- Speed bumps Church Lane -waste of money-have no effect; Do NOT promote in Rodney Road
- Needed at Uncombe Close end; No sleeping policemen; Include Embercourt Drive

## EVIDENCE BASE R: Consultation Statement

### **Rat-Runs** 13 comments

- No traffic calming in Rodney Road; Speed bumps have no effect
- Traffic calming on all Rat-Runs; Church Lane dangerous; no footways or street lighting

### **Public Transport** 24 Comments

- Reduce bus fares; too expensive especially for families; Oyster Cards; Improve bus and train services
- Good regular and reliable services; Not sufficiently reliable or accessible; More shelters
- Parking problems at the station; Define sustainability.

### **Car Sharing** 2 comments

- *Good idea/sounds good but seldom adopted in practice*

### **Footways / Footpaths / Safe Routes to School** 7 comments

- *Footways inadequate; unsafe; need improvement*

### **Cycle Paths/Cycle Racks** 18 responses

- Dangerous to cycle; Sustrans doing good job; Create more cycle paths; Cycle racks useful
- Cycle racks will not reduce car travel to shops; Needed from Westfield Road to Chelvey Lane; Better links with Festival Way
- Racks needed outside shops;

### **Bypass of Backwell** 9 comments

- Major problem is through traffic on A370 and Station Road; Bypass as in France
- Bypass around Backwell; appraise local routes; Bypass from Long Ashton Bypass to link with M5 at Clevedon would remove serious congestion; Too introverted. How about a bypass; where there is a will there is a way

### **Downside** 4 comments

- All about Junction A 38 with Downside Road and Bristol Airport

### **General** 29 comments

- Policies are full of good intentions BUT what about detail, implementation and costs; Realistic approach in circumstances
- Inadequate highway drainage; Do NOT like speed limits; Highway maintenance is unsatisfactory, especially for elderly, infirm and disabled; Airport traffic has big impact on narrow roads over Backwell Hill

### **Highways, Transportation and Movement Working Party** (N.W Lee 29/03/13)

## COLES QUARRY

The Response Forms invited comments about the proposal to redevelop Coles Quarry. This proposal was not part of *BACKWELL FUTURE* but was included in the consultation displays because, potentially, redevelopment could have a major impact on the Plan and the community.

- 55 residents made comments
- 27 were in favour of the redevelopment
- 15 were against the redevelopment of which 7 lived in Dark Lane or Church Town
- 12 were concerned about increased traffic at Dark Lane (either in the construction phase or subsequently if light industry employment is established at the quarry)
- 14 were opposed to the blocking up of the highway at the top of Church Town. Many mentioned the unsuitability of the other Church Town road (leading to the Church), and Church Lane to accept additional traffic.
- It appears likely that a planning application will be made to North Somerset Council before *BACKWELL FUTURE* can come into force post referendum.
- Matters concerning Aquifer Protection and building in the Green Belt (both issues were raised by residents) are best left to the Environment Agency and North Somerset Council to resolve. *BACKWELL FUTURE* supports the Core Strategy policy for no development in the Green Belt. It is not clear what the position will be for redevelopment within the footprint for a long disused site such as the Quarry.
- There appears to be a significant number of residents opposed to the closure of the highway at the top of Church Town. This closure could be avoided if a pavement was constructed over a 40 metre distance, and a crossing provided, in order that children could safely walk from the proposed car park to the rear entrance of the Junior School. Suitable land is in private ownership. The owner of the land completed a Response Form and made technical concerns about the proposed redevelopment, but did not register a view against the proposal, and made a suggestion for tree planting for acoustic reasons. It is not known whether the developer may be able to acquire the necessary land.
- The redevelopment offers the benefits of car parking, sports pitch and additional areas of nature reserve plus local employment. The downsides are at least 3 years of construction traffic along Dark Lane; a permanent increase in employment led traffic along Dark Lane (but possibly less commuting to Bristol).

Chris Perry 15 January 2013

**SUSTAINABILITY [later renamed Living within Environmental limits]**

This digest is based on the 344 responses I have read in the Parish Office files.

There is overwhelming support (96%) for the ideas mentioned in the Sustainability section of the Plan. Reservations, comments and advice are:

Fifteen respondents are not in favour of a mountain bike route on Backwell Hill: the reasons range from destruction of wild habitat to fear of the route being used by noisy motorbikes. Another asks who would maintain such a route. Three others, however, say that such a route is desirable.

Eight respondents are opposed to wind turbines, as they are perceived as noisy and inefficient; another is in favour. Four respondents are opposed to more solar panels on aesthetic grounds; one says that their availability should be better advertised. Five respondents think that new developments, including conversions and extensions, should include solar panels as a matter of course. Another suggests that all newbuild should exceed government energy conservation targets. One respondent says that solar panels are better than wind turbines.

Nine respondents are concerned about public transport, which is thought not to be sufficiently reliable or accessible, and too expensive - for the under-60s, and even more so for families with small (but over the age of 5) children. Six are keen on the idea of an Oyster-card-like development.

Speeds: 18 think that the A370 and Station Road should have a 20 mph limit. 3 others say this should apply to Station Road but not the A370. Another thinks that there ought to be a limit on 'rat runs', e.g., Church Lane; two more think that such limits would, or should, not be enforceable throughout the village. Another says a 20 mph limit in Station Road should be enforced during school arrival and departure times. Two more are against any speed limits. Another suggests that through road traffic should be restricted to the A370. One comments that current limits, including speed bumps, are not effective. Another says limits are best left as they are. Two say that restrictions would be difficult to police. Two are in favour of speed limits on Backwell Common. Three more advise a limit of 30 mph on the A370 extending to the George crossroads.

7 respondents ask for safe cycling routes, and regard those currently available as unsafe; 3 more say that there should be safer walking paths.

Seven respondents regard current arrangements for drainage on the A370 as inadequate. One mentions that the cleaning and clearing of drains, especially around the church, is inadequate.

Three respondents are in favour of the establishment of a community orchard. Two think that the current provision of allotments should be increased; two more say that there is no manifest need.

One respondent suggests that reduced food miles will only happen if local shops offer goods and services of wide range and good value. One respondent agrees with the principles of sustainability, especially for energy and transport, but regrets that there is no mention of local wildlife. One says that car share schemes are frequently impractical. One points out that the environment needs to be protected against car emissions and airport pollution. Another: more pavements and crossings should be added in Station Road to facilitate walking to school.

## EVIDENCE BASE R: Consultation Statement

One says the elderly should be more able to move home within the community; another that there should be more nursery provision to reflect a changing demographic. There is a comment that green improvement must not damage the aesthetics of the village. New stations on the Bristol Community Rail Network, it is suggested by one respondent, would help with transport problems.

One says that car electricity charging points are needed (but three others say that they are not, because there will be insufficient take-up). One opines that the entire sustainability agenda is unrealistic, and another is against the whole idea of sustainability. One says that the sustainability agenda is looking well and helpfully into the future, and establishing many worthwhile targets.

Five others announce their full support for the sustainability approach, one of them commenting that the sustainability agenda is excellent.

David Punter 11 January 2013

### **EMPLOYMENT**

97% of respondents were in favour of the issues presented in the Employment section of the Plan. The key points raised by residents are summarised below. Note that matters relating to the possible redevelopment of Coles Quarry are separately reported.

#### Grants

There is a need for grants and financial support for small businesses

Need rate relief for new businesses and 'employment relief' to help them set up - these can be clawed back if the business leaves the village

#### Training

Need to encourage more employment by offering training; Apprenticeships/training should be encouraged

#### Effect

Not sure what impact small units would have on local employment - look at Nailsea. This aspect of the plan needs more thought - what is the right 'model' for Backwell? Empty units already exist in West Town. Existing retail units in Backwell struggle - more would make it worse

Individual units would be ugly

#### Location

Is there really a demand for units in Moor lane? The Quarry should be the site for new employment not Moor lane.

Unhappy with Moor Lane as a site for new businesses due to traffic would make parking situation worse

Parking at train station must be resolved before any units are built; Need to spread new units around the whole village

Green Belt needs to be respected when new jobs are planned; Bristol area needs to re-balance and push jobs south of the M4/M5

#### Home working

Need better broadband in the village to encourage home working; Need to encourage more home working

#### Other

New businesses should focus on Retail - new fresh food shops

DEREK SEDDON 28 December 2012





12. No more gated communities!

(5)

Of 329 comment forms analysed, 93% agreed with the draft NP proposals, and 118 made specific comments about “new development”. A number of comments were made by only one person, and these have not been recorded here. The above categories apply where at least two similar or identical comments were made.

**Summary:**

- a) There is no significant category of comments which completely disagrees or clashes with the draft NP proposals.
- b) There is a strong wish for more new “affordable homes”.
- c) There is a ready demand for small houses close to the village centre. Whilst this sentiment can be relayed to the Planning Authority and prospective developers it is difficult if not impossible to legislate for this.
- d) Development of about 60 homes over the plan period complies with the NSCS and appears to meet local needs. There is no strong feeling against the three main sites proposed. However, any new site which might become available close to the village centre, or to the south of the village should be carefully considered.
- e) There is general support for development off Moor Lane. However, controls to try and minimize access/traffic difficulties arising from such development needs to be addressed.
- f) There is some concern about the capacity of the primary schools to cope with increase development. This concern should be examined further with the Education Authority.

Mike Rose 10/12/12

## **LEISURE RECREATION**

From just over 300 response forms there were comments in the recreation section for about one third. At last count over 90% of the people who expressed an opinion agreed with the ideas put forward in the plan.

Of the comments made, a large proportion related to the Leisure Centre, in particular the swimming pool and how important it was to the village. Other comments were how the pool needed upgrading and how hygiene standards were not good. The next most popular topic was the possible multi purpose community centre. There were several supportive comments but also many comments questioning the need for and viability of such a centre, the location, whether it needed a theatre, the fact that Backwell already had several halls etc. etc.

## EVIDENCE BASE R: Consultation Statement

The need for youth facilities was mentioned including better skateboard facilities.

The Recreation Ground drew a few favourable responses, one person said there needed to be changing rooms although some exist near the youth club; another person wanted some more fields added. There were also several requests for public toilets.

Summarising: Backwell values its recreation facilities and the village would welcome proposals that ensured the continued viability of the Leisure Centre. Support for a Community Centre is not overwhelming, a firm proposal may create a more favourable response. If a new development was agreed then it ought to include public toilets.

Kath Merryweather 3 December 2012

### SHOPS AND SERVICES

The overall analysis shows that 279 respondents agreed, 13 disagreed and 17 neither, agreed or disagreed with the current draft plan in respect to Shops and Services.

Having looked at the overall comments of 89 for the Shops and Services, it is my opinion that most of the respondents, approximately 97% would have agreed with the current draft plan if the lack of parking had not been an issue and if more shops selling fresh food, such as fruit, veg and meat were available.

From the 89 comments the following were the most popular:

#### **The lack of Parking - and the negative effect the lack of parking is having on**

- regular use of the shops
- impact this situation has when trying to encourage other retailers
- impact on local residents who find shoppers using the residential areas to park

#### **The Post Office**

- There is huge support for the Post Office. Comments such as “This service should be maintained and kept at all costs”.

#### **Shops**

- Local shops are essential/crucial/vital for local people, especially for the older generation and those who do not use cars
- No supermarkets or similar chain stores should be allowed in the village
- Huge need for fresh food shops, such as a butcher, fruit and veg
- Villagers should be encouraged to use their local shops
- Retailers should be encouraged to move into the village
- There are too many food outlets in the village they seem to dominate

## EVIDENCE BASE R: Consultation Statement

- One of the banks should be encouraged back into the village

There was a very interesting comment “Why support more retail outlets when the ones already there are struggling, more shops will only make things worse for those currently there”.

**Conclusion.** I conclude that before more shops are encouraged into the village more parking should be made available. More parking spaces would automatically encourage more villagers to support the local shops. One comment said “many shops had come and gone due to lack of support from the village” population. We should not be encouraging this situation all over again!

Kath Merryweather 3 December 2012

### COMMUNITY SECTION

There were 32 specific comments on 'Backwell Community' draft plan Section 4. They fell largely into two groups as follows.

Comment on the overall intent of the Plan:

It was thought to be an excellent plan, but a 'massive task'. As one put it, 'a lot of work for a small Council'. Several people referred to the good community spirit and the need to hold on to it. Backwell is 'a good place to live', but don't forget that being close to Bristol is an important factor in locating here. We should make good provision for young families, not just the older residents. It is important to maintain the identity and semi-rural feel of Backwell.

Specific items that residents wanted to emphasise:

Some development is accepted as necessary, but it should be even handed across the village, protecting good agricultural land and other green space. Affordable housing might be difficult to achieve because Backwell is such a desirable place to live. All new development must have adequate flood mitigation.

Roads are already 'bursting with traffic' and the high level of commuting is badly affecting residential roads. Do so many people need their cars to pick up children from schools?

BPC should continue to support recreational groups, but please consider people who work when arranging village activities. Can we recover a Library, and why has the Community Bus gone? There was one strong supporter of cycle tracks.

Finally it was suggested we 'think outside the box', and hopefully our good aims would not be overridden by some higher authority (!). One respondent said 'what about a by-pass'

Mike Brayley    Review on 27 November

## CAR PARKING

On 10 January I carried out a review of the responses received in relation to car parking, there were 346 responses received at that time. The vast majority of respondents are in agreement with the proposals contained within the car parking section of the Draft Plan.

### **Additional general comments submitted, as follows:-**

- Restrict on street parking on rat runs - Parking restrictions on rat runs are critical if parking charges are introduced
- More car parking by parish church - Car parking needs urgent review - level not sustainable; - Car parking necessary for business - Car parking on pavements should be stopped by police action; - Parking at shops - demolish shops and rebuild with proper parking provision
- Traffic calming in Dark Lane causes confusion - do not repeat in Rodney Road; - Double yellow lines needed at end of Embercourt Road/Station Road junction; - Car parking, cycle racks and safer cycle routes; - More car parking is a priority; Car parking more needed, residential spaces used/residents nowhere to park; - Car parking major problem - without more Backwell cannot grow - Parking for shops is vital. Would contribute to council tax to fund car park; - Develop Coles Quarry then parking restrictions throughout Backwell
- Take part of pavement outside shops to allow herring bone parking - Difficult to find parking near local centre
- Employ part-time warden solution to on road parking - could be self funding - Good parking is essential if village is to thrive
- With elderly population car parking is not important - Car park at playing fields should be improved
- Disabled spaces need monitoring - Major problem for Backwell but also entire area; - Designate parking at surgery for those who cannot walk far
- Parking in Rodney Road is a problem; - New build needs adequate parking to avoid parking in road
- No parking at cross roads end without time limit will push people into residential areas - Restrictions on street parking

### **Comments relating specifically to the Station and surrounding roads:-**

- Car parking at station - raise charges to more than Yatton - may negate need to develop further parking at Backwell
- Parking at station is a major problem, with users parking in Moor Lane, Longthorn and the Briars; - If paid parking introduced in the station car park, would lead to worse situation; - Parking charges at station will swing the economic balance against using the train
- Parking restrictions around car parks are critical if parking charges are to be introduced - Parking charges must be modest - Not like Bristol
- New car park at station should have only 200 spaces not 303. Would reduce costs and therefore charges, less likely than travellers would park in nearby streets - Station car park needs expanding to take pressure off Moor Lane, Longthorn and The Briars
- Do not agree to increased car parking at the station - Reluctantly agree to car parking charges at station, but oppose charges elsewhere. Costs of enforcement lead to greater charges. - You cannot ask people to leave their cars and then charge for parking - Station car park should be expanded - charges will encourage more street parking - parking restrictions in nearby roads to make parking further away

### **General observation:-**

Although there are many comments relating specifically to the station car park - with residents giving their opinion on whether it should or should not be expanded and whether charges should or should not be introduced - a decision on the station car park is not part of the neighbourhood plan consultation. The decision to increase the size of the car park and introduce charges has already been made and agreed by NSC and is supported in the plan - therefore this is a moot point.

Councillor Karen Barclay Backwell Ward 25/1/13