



Appendix 1 – Planning Applications

Backwell Parish Council Planning Committee Meeting 16th July 2026

Agenda item 2.7

a) 26/P/1267/FUH – 94 Farleigh Road, Backwell, BS48 3PD

Removal of existing conservatory/sun room and construction of single storey around rear and side extension with hip to gable roof.

Resolved: Unanimously Backwell Parish Council (BPC) supports this application in principle. The proposed works would bring the dwelling up to a modern standard, improving its suitability for more sustainable living. However, BPC requests that the Planning Officer gives careful consideration to the following matters and, where appropriate, incorporates suitable advisory notes or planning conditions to address these concerns.

1. Massing and Design

A wrap around ground floor extension is in keeping with the neighbouring properties and street view. This is a generous plot which can accommodate works of this scale. Being a single-story extension will limit the negative impact and loss of amenity on neighbours. This is consistent with North Somerset Council's Residential Design Guide, section 2, which states that house extensions should be in keeping with, or enhance, both the original dwelling and the character of the local area, and that the PD is a material consideration in determining applications.

2. Potential loss of Neighbours Amenity

The side extension abuts the neighbouring property 96 Farleigh Road.

In addition to the water displacement issue, BPC requests the officer to review 'overlooking' and the 45% rule in relation to bedroom 3. North Somerset Council's Residential Design Guide, section 1, "Protecting living conditions of neighbours", confirms that extensions should not cause significant harm to neighbouring residents' living conditions through overbearing impact, loss of light or loss of privacy, and that the 45 degree test is used to assess the impact of proposed extensions on neighbouring occupiers. A new side window would therefore seem unreasonable unless it was obscure glazed; this could include a clerestory design, which has resolved similar issues in the past.

Equally BPC is concerned about the roof light in bedroom 3, this has the potential to be overlooked by the neighbouring property, BPC would be grateful if this could be checked, again obscured glass may resolve this issue.

The full-length window in bedroom 3 will provide light as well as an escape route.

In addition, neighbours have raised concerns about possible additional noise which roof lights tend to create, indeed they are inclined to amplify noise, agreeing to fix the rooflight on the side facing the neighbours may help to illuminate this concern and potential loss of amenity.

3. Flood Risk and Surface Water Management

BPC is concerned about the increased flood risk or contribution to cumulative surface water impacts within the wider area of the village. This property is below Backwell Hill; surface water runoff is an issue with the A370 flooding several times a year. BPC is currently working with Backwell Flood Action Group and North Somerset Council/LLFA to undertake measures to future-proof properties in the light of climate change.

Given the increased roof size and therefore increased water displacement from the roof, BPC requests that, if the officer is minded to approve, the applicant must provide a simple drainage plan demonstrating how surface water runoff will be appropriately managed and mitigated. North Somerset Council's surface water drainage guidance explains that drainage information should demonstrate how surface water affects the site and surrounding area, how water behaves on the site, what effect the development will have, and what measures are proposed to manage runoff in line with national and local planning policy. This could include a Sustainable Drainage System (SuDS) or an on-site soakaway.

In addition, BPC requests that all guttering and soffits are built within the curtilage of the property and do not overhang the neighbouring property, this is an important aspect of managing water displacement. This has proved an issue within the village in the past, consequently this is a requirement for any extensions or new domestic builds in the same way as larger sites. Thank you.

4. Construction Traffic and Highway Considerations

Farleigh Road is on the A370 in Backwell, one of two A roads in North Somerset which are essential transport corridors. With a substantive driveway and frontage BPC would wish NSC to advise or condition that construction vehicles are limited to the curtilage of the property. This would be consistent with North Somerset Council's highways and development guidance, and with the Council's approach to considering parking and highway impacts through its residential design and parking guidance. Recently in the vicinity construction vehicles have destroyed the grass verge, obstructed the pavement on one route to school and inhibited visibility splays of road users entering the A370, causing one near incident involving an emergency stop and one actual incident involving a two-vehicle collision. (an obstruction example attached) Indeed, Backwell has several active major and smaller development sites, and the cumulative effect of these developments must be taken into consideration.

5. Conclusion

Backwell Parish Council supports the principle of the proposed renovation and extension; however, requests that the above matters are carefully considered and,

where necessary, addressed through appropriate planning conditions or advisory notes to protect neighbouring amenity, manage surface water impacts and maintain highway safety.

Backwell Parish Council therefore recommends approval subject to the above considerations being satisfactorily addressed.

b) 26/P/0464/OUT – Land at Poplar Farm, West End Lane, Nailsea

Outline application for the development of up to 130 dwellings (Class C3) with associated landscaping, access and infrastructure. Details of the principal vehicle access from Leighwood Drive provided in detail, with matters of appearance, landscaping, layout and scale are reserved for subsequent approval (Reconsultation)

Resolved: Unanimously Backwell Parish Council noted this application

c) 26/P/1304/LDE – Yew Tree Paddocks, Downside Road BS48 3DZ

Certificate of Lawfulness for the use of the land for airport parking, comprising the parking of customers vehicles associated with Bristol Airport.

Resolved: Unanimously Backwell Parish Council Objects to this application

Backwell Parish Council (BPC) is not opposed to well-organised, safe off-site parking facilities for passengers of Bristol Airport.

BPC supports airport parking schemes only where they are open, transparent, properly regulated, and have obtained the necessary planning consent from the Local Planning Authority. In this case, the applicant is seeking a Certificate of Lawfulness rather than planning permission; therefore, the key issue is whether the applicant has provided clear, precise, and robust evidence that the airport parking use is already lawful.

Under Section 191 of the Town and Country Planning Act 1990, a Certificate of Lawfulness for an existing use should only be granted where the lawful-use test is met. North Somerset Council's own guidance states that the onus is on the applicant to prove their case with sufficient clear and precise evidence. If the evidence is inadequate, unclear, inconsistent, or does not define the exact land, scale, duration, and continuity of the claimed use, the certificate should be refused.

Any airport parking scheme should be located in a suitable position, with appropriate access arrangements, including a 50m visibility splay, separate access for vehicles and pedestrians, CCTV, security systems, and adequate off-road footways to allow safe pedestrian transfers to the airport.

This scheme is located very close to the A38 junction and sits within an area already affected by airport-related park-and-walk activity. Downside Road is under pressure from traffic movements, pedestrian safety risks, and cumulative parking impacts. These matters would normally require assessment through a full planning application,

including highways evidence, visibility splays, access arrangements, and appropriate mitigation measures.

It is disappointing that this is a retrospective application.

BPC requests that NSC Planning, Highways, Compliance, and Enforcement assess the scheme against the relevant planning legislation and policies, including the lawful-development evidential test, Green Belt protection, highway safety, residential amenity, drainage, environmental impacts, monitoring, and accountability.

If NSC is minded to approve

BPC requests clarification on the following matters:

- The full business model, including the proportion of accommodation, hospitality, and airport parking activities.
- The total parking provision and the maximum number of vehicles permitted on site.
- Details of any accommodation provided.
- Staff and employee parking requirements.
- Parking arrangements for airport parking customers, including how this is monitored and secured.
- Measures to limit the loss of neighbouring amenity through potential 24/7 operation, including noise impacts, sleep disturbance, and impacts on wellbeing.
- Monthly vehicle movements and any associated environmental mitigation or offset arrangements.
- Hours of operation for each element of the business, noting that the website refers to 24/7 operation.
- The website refers to a meet-and-greet service at the airport; clarification is required on how this forms part of the business operation.
- The website refers to two buses operating as airport shuttle services; however, this does not appear to be guaranteed.
- Park-and-walk customers: safety concerns regarding pedestrians crossing the Downside Road/A38 junction, particularly those supervising children or carrying luggage.
- Recycling and waste management facilities.
- Operational hour limitations.
- Surface water management arrangements, particularly given that Downside Road is known to experience flooding.
- Active travel plans and measures to encourage sustainable transport options.

Compliance and History

BPC notes the involvement of the Enforcement Team and considers this relevant to the lawful-development test. A Certificate of Lawfulness should not be used to regularise an unauthorised commercial airport parking operation unless the applicant can prove, on the balance of probabilities, the precise extent and continuity of the claimed use.

Any uncertainty regarding the red-line boundary, overflow parking, vehicle numbers, operational hours, shuttle arrangements, or the use of adjoining land should weigh against the granting of a certificate.

The site's Green Belt context also reinforces BPC's position. North Somerset's adopted planning policies seek to protect the openness and permanence of the Green Belt and safeguard the countryside from inappropriate development and encroachment.

If the applicant cannot prove that the airport parking use is already lawful, the impacts on openness, rural character, neighbouring amenity, highway safety, and drainage should be considered through a full planning application rather than through a certificate process.

Conclusion

BPC objects to the granting of a Certificate of Lawfulness unless the applicant provides clear, precise, and verifiable evidence that the airport parking use is lawful in planning terms.

If the lawful-use test is not met, BPC requests that NSC refuse the certificate, require a full planning application so that the material planning impacts can be properly assessed and conditioned, and consider appropriate enforcement action.

BPC would be pleased to engage positively and respond to an amended proposal or a detailed full planning

d) 26/P/1353/FUH- 3 Amberlands Close BS48 3LW

Proposed erection of a first-floor extension above existing attached garage

Resolved: Unanimously Backwell Parish supports this application in principle

However, BPC requests that the Planning Officer gives careful consideration to the following points and, where appropriate, includes suitable advisory notes or planning conditions to address these matters.

1. Massing and Design

A wrap-around ground floor extension is considered to be in keeping with the neighbouring properties and the existing street scene. The plot is considered capable of accommodating works of this scale.

The single-storey nature of the extension will help to limit any potential negative impact and loss of amenity for neighbouring properties. This is consistent with North Somerset Council's Residential Design Guide, Section 2, which states that house extensions should be in keeping with, or enhance, both the original dwelling and the character of the local area. The permitted development position is also a material consideration when determining planning applications.

2. Flood Risk and Water Displacement

BPC is concerned about the potential increase in flood risk and the contribution that additional surface water runoff could have on cumulative impacts within the wider village area.

Backwell is a village that is known to experience issues with surface water runoff. Amberlands, located just off Station Road, is situated on a gradient and forms part of a wider drainage catchment where flooding issues have been experienced, including impacts on the A370, which has flooded several times a year.

BPC is currently working with Backwell Flood Action Group and North Somerset Council, acting as the Lead Local Flood Authority (LLFA), to identify measures to help future-proof properties and infrastructure in response to the impacts of climate change.

Given the increased roof area and the associated increase in surface water displacement, BPC requests that, if the Officer is minded to approve the application, the applicant provides a simple drainage plan demonstrating how surface water runoff will be appropriately managed and mitigated.

North Somerset Council's surface water drainage guidance explains that drainage information should demonstrate how surface water affects the site and surrounding area, how water behaves on the site, what impact the development may have, and what measures are proposed to manage runoff in accordance with national and local planning policy. This could include the use of Sustainable Drainage Systems (SuDS) or an appropriate on-site soakaway solution.

In addition, BPC requests that all guttering, soffits, and associated drainage features are contained entirely within the property curtilage and do not overhang neighbouring properties. This is an important consideration in managing water displacement and avoiding future neighbour disputes. This has previously been an issue within the village, and BPC considers this a reasonable requirement for all extensions and new domestic developments.

3. Construction Traffic

Amberlands is located just off Station Road, which has a narrow footway and becomes heavily congested during school opening and closing times. BPC therefore requests that construction deliveries are restricted to between 9:00am and 3:00pm.

Hundreds of children travel along Station Road during school opening and closing times. Many young people are distracted by mobile phones, conversations, and groups of friends, increasing the potential risk from construction traffic and other road users. There have previously been pedestrian safety concerns in this area.

Those familiar with Station Road will be aware that Backwell School already staggers finishing times to reduce the number of children entering the highway at once, particularly along sections where the road is not wide enough for a bus and a car to safely pass simultaneously.

BPC therefore requests that all construction vehicles are kept within the driveway and frontage of 3 Amberlands and do not obstruct the highway or neighbouring properties.

Amberlands also experiences on-street parking pressures, particularly during school drop-off and pick-up times. BPC would be grateful if NSC could advise the applicant of the need to be considerate of local conditions on Station Road, particularly during these peak periods.

There has recently been an incident involving construction vehicles, including vans, which obstructed the junction with Church Lane and contributed to a road traffic collision. Given the proximity of Amberlands to the Station Road junction, careful management of construction traffic is essential to maintain highway safety.

Thank you for your consideration.

Signed.....Chairman

16TH JULY 2026 PLANNING COMMITTEE APPENDIX