



Appendix 1 – Planning Applications

Backwell Parish Council Planning Committee Meeting 20th August 2026

Agenda items 2.1.

- a) To receive an update on major planning sites within the parish, including:
Sites with planning outline permission granted (e.g. Grove Farm)

It was **agreed** that Backwell Parish Council would send a letter regarding drainage at the site pending circulation with the Committee.

- i) To agree the Council's responses to the street lighting and monitoring plans relating to Land at Grove Farm.

Resolved: Unanimously, Backwell Parish Council approved the response to the street lighting and monitoring plans relating to Land at Grove Farm

1. Street Lighting Strategy

1.1 Overview & Context

Because Grove Farm sits directly within Zone A for Greater Horseshoe Bats and Zone B for Lesser Horseshoe Bats (linked to the Brockley Hall Pit SSSI / North Somerset Bats SAC), artificial lighting on this site requires a far higher standard of ecological care than standard developments. Horseshoe bats are exceptionally light-averse and rely heavily on established dark flight corridors.

While the submitted Lighting Strategy includes standard baseline measures, it currently falls short of full ecological compliance under BCT/ILP GN08:2023 and fails to address key street lighting and light-spill requirements set out by Backwell Parish Council (BPC).

1.2 What the Strategy Gets Right

The report correctly references current planning policy (NPPF 2024/2025), North Somerset Local Plan 2041, ILP GN01:2021, and BCT/ILP GN08:2023. Specifying 2700K luminaires avoids the harsh blue/green wavelengths of 3000K–4000K lights that cause visual disorientation in bats. Additionally, it incorporates zero upward light ratio (0% ULR) to reduce baseline sky glow and includes an overnight dimming schedule (such as a 50% drop in output) during off-peak hours.

1.3 Key Deficiencies & Non-Compliance

1.3.1 Bat Corridors commuting routes, foraging area

The Lighting Strategy identifies the western boundary of the site as a key commuting route for bats (Section 7.1.3) and states that a “straight line

calculation has been completed” (Section 8.4.3) and as well as indicative Bat Hop Over locations (Figure 14)

However, the assessment appears to rely on indicative models rather than detailed mapping of the actual retained bat commuting routes and functional habitat connectivity. BPC notes the Green Infrastructure Corridors but if these are to be dark corridors they need to be clearly labelled and mapped as Dispersal Corridors and Connectivity B4.13 within the North Somerset and Mendip Bats Special Area of Conservation (SAC) Supplementary Planning Document April 2026

Given the ecological sensitivity of the site and the proximity of multiple designated sensitive sites, the assessment should clearly demonstrate how lighting impacts have been assessed against existing bat commuting routes, retained hedgerows, habitat corridors, ecological enhancement areas and SAC functional habitat. Reliance on indicative straight-line calculations alone is not considered sufficient to demonstrate compliance with the relevant ecological lighting requirement

The submitted strategy does not currently provide sufficient detail to demonstrate:

the precise location and extent of retained bat corridors;

the width and functionality of these corridors;

the relationship between lighting columns and sensitive ecological features;

whether predicted light spill extends into commuting routes, foraging areas or enhancement habitats.

A detailed plan should therefore be provided showing the relationship between bat commuting routes, hedgerows, habitat enhancement areas, lighting columns and predicted lux contours. Without this information, it is not possible to verify that the proposed lighting scheme will maintain dark corridors or avoid impacts on bat commuting and foraging habitat.

Given the site's ecological constraints, the Lighting Strategy acknowledges that GN08:2023 recommends a warmer colour temperature of 2700K for areas where bats are sensitive, but has selected 3000K primarily due to highway specification. Given the site is less than 5km from nine Designated Sensitive Site, further justification is required as to why the more ecologically sensitive 2700K option cannot be adopted, particularly along roads adjacent to retained habitats and bat corridors; however without these areas of importance clearly mapped out we are unable to review if these plans are compliant.

Additionally for areas where lighting is required for health and safety reasons these need to be explored individually rather than a blanket statement and all of the below mitigation measures should be explored and

evidence before exceeding 2700K can be considered acceptable in accordance with ILP 2023 guidance.

Avoiding or minimising use of floodlighting/indiscriminate streetlighting and considering use of wall-mounted and directional lighting instead;

Careful positioning of streetlighting to avoid bat crossing points for key infrastructure such as roads – it should be noted that hop-overs have not been proven to be used by Horseshoe bats at the date of publication;

Use of building structure, design, location and orientation to avoid/minimise lighting impacts on retained habitat;

Use of solid barriers to protect and/or create dark corridors on site;

Use of landscape features such as dark underpasses or culverts suitable for bat passage for larger schemes,

Use of low transmittance glazing or measures such as light reducing coating where appropriate;

Use of internal lighting design solutions to minimise light spill from places such as windows;

Use of part-night lighting, dimming and motion sensors with short duration timers; and

Use of lighting solutions such as automated blackout blinds, although these should only be used as a last resort where impacts cannot be avoided through appropriate design due to the challenge of enforcement.

The wording "mitigated where possible" is not considered sufficiently robust given the ecological sensitivity of the site, which is located within 5km of nine designated sensitive sites. The lighting strategy should prioritise the avoidance of impacts, with clear measures provided to maintain uninterrupted bat foraging and commuting routes. Where it is claimed that this cannot be achieved, a robust justification should be provided, including evidence of the alternatives considered and why avoidance is not possible in each instance

1.3.2 Fixed Clock Curfews vs. Peak Bat Emergence

The proposed 23:00–07:00 lighting curfew is not considered sufficiently robust, as it does not align with the key period of bat emergence and activity. The first few hours after sunset (approximately 18:30–21:30 during May–September) are critical for bat commuting and foraging, yet the site would remain illuminated during this period.

Any curfew should be informed by ecological evidence and aligned with peak bat activity periods rather than relying on a standard fixed time.

- **Lack of Vertical Plane Monitoring:** Lux assessments focus on ground level (0m–0.5m), whereas Horseshoe bats commute along tree lines and hedgerows at heights between 0.5m and 2.0m+. Light levels must be proven to remain in the vertical plane where bats fly.
- **Light Spill onto Private Gardens & Buffer Zones:** Modelled layouts show light spilling onto private curtilages and boundaries. Combined with domestic security and roof lighting, this creates unmitigated light pollution in Zone A/B.

1.4 Requirements & Mandatory Lighting Conditions

To protect local bat populations and preserve village character, Backwell Parish Council requests that the following street lighting and light-mitigation conditions be formally attached to any planning consent:

Wildlife-Friendly Red Spectrum Lighting across Mitigation Zones: Mandate specialized red-spectrum LED lighting (or ultra-low color temperatures strictly below 2200K / amber-rich lighting) across all public highways, internal roads, footpaths, and perimeter boundaries within the dark corridor mitigation zone. This matches proven bat-mitigation implementations across Worcestershire, Oxfordshire, and Birmingham.

Bat-Sensitive Curfews & Motion Sensing Controls: Replace fixed clock curfews with a dynamic, sunset-relative dimming mode to protect bats during peak emergence. All street lighting across the village network should undergo a complete switch-off or maximum output reduction by 11:30 PM or midnight (matching existing village roads outside the A370). Furthermore, pedestrian and footpath lighting along green corridors must be equipped with PIR motion sensors so lights remain off when non-vehicular traffic is absent.

Mandatory Vertical Lux Testing & Zero Curtilage Encroachment: Replace all conditional or vague language (such as "potentially monitoring") with legally binding post-construction testing obligations and fixed timeframes for remedial action if light spill is detected. Light levels measured in the vertical plane from ground level up to 2.0m must remain strictly 0.5 lux along dark corridors. Luminaires must also be fitted with physical rear-shielding and optical cut-offs to prevent light spillage into private residential curtilages and rear gardens.

Restriction & Regulation of Velux Roof Lights & Skylights: To prevent excessive upward light spill and domestic sky glow within the sensitive Greater and Lesser Horseshoe Bat zones, a strict planning condition must restrict the size, number, and orientation of Velux roof lights and skylights on upper stories. Where permitted, roof lights must feature automated

internal blackout blinds programmed to close at dusk or be fitted with light-filtering glazing to ensure dark corridors remain protected from internal light transmission.

The street lighting scheme must be considered in conjunction with The Lighting Monitoring Plan.

2. Lighting Monitoring Plan

2.1 Overview & Position

Backwell Parish Council (BPC) has reviewed the submitted Lighting Monitoring Plan for the Protection of Bats. Because Grove Farm sits directly within Zone A for Greater Horseshoe Bats and Zone B for Lesser Horseshoe Bats (linked to the Brockley Hall Pit SSSI / North Somerset Bats SAC), any monitoring framework must provide rigorous, legally binding guarantees that dark corridors remain fully protected. BPC finds the current Lighting Monitoring Plan insufficient and non-robust as an ecological safeguard. Crucially, a Lighting Monitoring Plan cannot substitute for or remedy a fundamentally non-compliant lighting design—mitigation must be achieved upfront by design rather than through post-construction monitoring.

2.2 Key Deficiencies & Objections to the Lighting Monitoring Plan

Lack of Vertical Plane Lux Testing: The proposed monitoring scheme focuses primarily on ground-level lux testing (0 to 0.5m). Horseshoe bats commute, forage, and navigate along tree canopies, hedgerows, and flight corridors at heights between 0.5m and 2.0m. Monitoring ground-level light spill alone completely fails to measure light pollution in the vertical plane where bats actually fly.

Vague Wording & Lack of Legally Binding Enforcement: The Lighting Monitoring Plan relies on permissive, non-committal phrasing (such as "potentially monitoring" or "where practical") rather than firm, legally enforceable obligations. It lacks clear, mandatory timelines for post-construction testing and contains no defined trigger thresholds or immediate remedial action requirements if light spill exceeds ecological limits. This section requires clarity and specifics.

Omission of Post-Construction Ecological Bat Monitoring: Physical lux measurements alone only verify light output; they do not assess actual ecological impact. The plan fails to integrate mandatory post-construction acoustic bat monitoring (using static detectors along dark corridors) to confirm whether Horseshoe bat activity and flight behavior are maintained.

Inability to Correct Fundamental Design Defects: Post-construction monitoring cannot rectify a non-compliant baseline design. If the initial scheme installs inappropriate white light wavelengths (2700K instead of red/ultra-low Kelvin 2200K amber LEDs) or relies on fixed clock curfews,

monitoring will merely record known light pollution without resolving the underlying ecological disruption.

2.3 Requirements & Mandatory Conditions

To ensure the Lighting Monitoring Plan is robust, effective, and legally binding, BPC requests that the following conditions be attached to any planning consent:

Mandatory Vertical Plane Lux Testing: Post-construction testing obligations must be made legally binding, explicitly requiring lux level measurements taken in the vertical plane from ground level up to 2.0m along all designated dark corridors. Light levels must be proven to remain strictly below 0.5 lux in these flight zones.

Binding Action Thresholds & Remedial Deadlines: The plan must incorporate explicit, mandatory trigger protocols. If testing reveals light spill exceeding 0.5 lux in the vertical plane or spilling into private curtilages/buffers, the developer/operator must be legally required to implement physical remediation (e.g., fitting rear baffles, adjusting dimming profiles, or changing luminaires) within 14 days.

Integrated Acoustic Bat Monitoring: Require a mandatory 3-to-5-year post-construction ecological monitoring program using static acoustic detectors during peak bat activity periods (May–September). This will monitor real-world bat usage along dark corridors and verify that the lighting scheme does not cause habitat fragmentation or displacement.

Pre-Condition Compliance Prior to Installation: Require all physical and operational mitigation measures—including red/amber (2200K) LEDs, physical rear-shielding, and sunset-relative dynamic curfews—to be fully installed, configured, and tested prior to site occupation, rather than relying on after-the-fact monitoring to catch design failures.

Summary

To conclude, this monitoring scheme is positive in its conception, having the potential following amendments to be positively impactful on the SSSI bat population. BPC requests consideration be given to including local bat enthusiasts, amenity and youth groups to be included in the data collection aspect of the monitoring, this could be a very positive project funded by Taylor Wimpey as part of its planning commitments with community involvement to a common aim, it would provide a positive lasting legacy. BPC would welcome Taylor Wimpey's thoughts.

Agenda item 2.10.

a) 26/P/1459/FUL - 125 Farleigh Road Backwell BS48 3PG.

Erection of 2no. dormer windows to NE elevation and conversion of an existing two storey out building and to form 4 new self-contained en-suite bedrooms as part of The George Inn hotel accommodation. Erection of boundary walls to terraces

Resolved: Unanimously, Backwell Parish Council supports the application in principle however provides the following comment.

Context

The George Inn is a valued and thriving business within the village of Backwell and BPC would wish to support its business plan during challenging times for the Hospitality Sector.

Time and consideration has been given to these plans to expand the guest accommodation within the conservation and heritage setting of Backwell Farleigh; however BPC requests a referral for comment and recommendations from the Conservation Officer due to the sensitivity of this site and the contrasting design from the original building within its historical setting.

Design and Materials

The Conservation Officer's guidance is particularly important given the building's proximity to three Grade II Listed Buildings, all located within approximately 100 metres of the site. The design, detailing and choice of materials should therefore be carefully considered to ensure that the development preserves and enhances the historic character of the area.

BPC notes from the DAS that the dormer windows are out of character with the homes nearby and the rest of the building, however it is noted that in the Bat Conservation area the amount of glass must be carefully considered, so the reduction in size of the dormers is welcome.

Is the proposed wooden frontage to the dormer windows considered appropriate and in keeping with the existing character and appearance of the building?

Would the Conservation Officer condition the use of stone or certain materials or was this advice sought at Pre App, the DAS does not make this clear?

Design & Access Statement & SAC Consultation Zones

The Design and Access Statement must be amended to accurately reflect the site's location within the North Somerset and Mendip Bats Special Area of Conservation (SAC) Consultation Zones. Specifically, the site falls within Greater Horseshoe Bat Zone A and Lesser Horseshoe Bat Zone B. Under North Somerset Council (NSC) Policy CS4 (Nature Conservation), Policy DM8 (Nature Conservation), and the North Somerset and Mendip Bats SAC Supplementary Planning Document (SPD), development in these sensitive zones must undergo careful evaluation to ensure no adverse impacts on protected bat species or habitat connectivity.

Ecological Assessment, Design Integration & Lighting Controls

The submitted ecological assessment identifies the existing building as having high suitability for bat roosting, given its structural features and multiple potential roosting opportunities. Under the Conservation of Habitats and Species Regulations 2017 and NSC Policy DM8, survey results must directly inform the design and construction outcome. BPC requests that strict lighting controls are secured by planning condition:

Security Lighting Management: The existing continuously lit security light must be amended to operate via a motion sensor or timer, positioned facing downwards to avoid light spill beyond the site boundary. This maintains security while providing vital night-time commuting windows for wildlife.

Low-Impact Lighting Alternatives: Consideration should be given to red/amber spectrum lighting, which minimises disruption to light-sensitive nocturnal species.

Dark Skies Protection: While a full lux survey may be disproportionate given the established semi-urban context, practical controls are required under NSC Policy DM8 and NPPF Paragraph 191 (Light Pollution) to prevent cumulative lighting impacts on the SAC and Backwell's valued Dark Skies.

Biodiversity Enhancement & Wildlife Habitat

Because proposed works will alter or remove structural features that offer habitat opportunities, BPC supports securing replacement nesting and roosting features by condition. In accordance with NSC Policy DM8 (Biodiversity Net Gain/Enhancement) and NPPF Paragraph 180, the applicant should install an appropriate number of integrated or external bat boxes and bird habitat boxes post-completion to mitigate loss and secure net gains for local biodiversity.

Officer Referral -Given the site's sensitive position within SAC Consultation Zones A and B, BPC requests the formal views of the NSC Ecology Officer to ensure full compliance with Habitat Regulations Assessments (HRA) before any consent is granted.

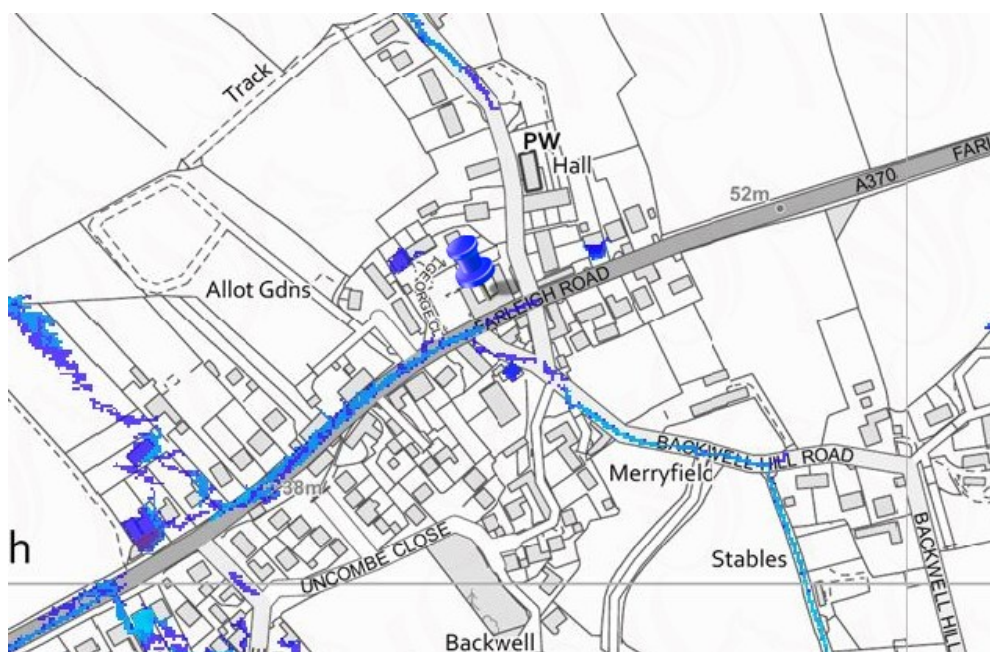
Surface Water and Drainage

The George is opposite Backwell Hill which has a surface water flow path coming down towards the George and Chapel Hill, however some flows westwards towards the village centre. BPC is currently working with NSC and the LLFA to future proof Backwell properties from flooding from surface water runoff, consequently in vulnerable areas of the village BPC highlights the following issues for redress. This property being on a hill is therefore uphill of more vulnerable properties.

Increased Runoff: The expanded roof area will result in faster water displacement and higher peak run-off volumes. All surface water runoff must be effectively managed and retained within the property's curtilage to prevent increased flood risk to adjoining properties or the local highway network. A simple soak away or linkage to the storm drain condition is requested as part of this design scheme. Currently there is nothing in this application which would address this.

This would be in line with North Somerset Core Strategy Policy CS3 (Sustainable Design and Construction): Requires development to incorporate Sustainable Drainage Systems (SuDS) and avoid worsening localised surface water runoff. North Somerset Sites & Policies Plan Policy DM1 (Flooding and Drainage): Mandates that surface water runoff be controlled as close to its source as possible.

NPPF Paragraph 173: Mandates that development should not increase flood risk elsewhere.



Farleigh Road Traffic safety - Principle of Development & Site Context

BPC requests the oversight and advice by the LHA in relation to the following observations,

The George is situated on the busy A370, one of only two major trunk roads in North Somerset. The entrance/exit to the site is constrained, heavily impeded by the junction to Fairfield Mead, Chapel Hill with its reduced visibility splay, and the split junction of Backwell Hill—compounded by a gradient where westbound traffic often passes at speed. In addition, the site is served by one very narrow pedestrian walkway and an adjacent bus stop. Grounding comments in National Planning Policy Framework (NPPF) Section 9 (Promoting Sustainable Transport) and North Somerset Council (NSC) Policy DM24 (Safety, Traffic and Provision of Development Infrastructure) highlights that development must not create unacceptable impacts on highway safety.

Construction Traffic Management & Safety Mitigation

During construction, the business will continue to operate, creating severe risks between moving construction vehicles, pub patrons, and pedestrians. To secure a safe build-out under NSC Policy CS10 (Transport and Movement) and NPPF Paragraph 114 (Safe and Suitable Access), a formal Construction Traffic Management Plan (CTMP) should be secured by planning condition prior to commencement (reflecting similar requirements recently conditioned for Cherrywood). BPC requests a simple CTMP which must specify:

Site Parking & Visibility: Construction traffic must park strictly on-site only without impeding the already limited visibility splays or nearby residential streets.

Hours of Operation: Standard village working hours of 08:00–17:00 Monday to Friday, 08:00–13:00 on Saturdays, and no working on Sundays or Bank Holidays.

Delivery & Vehicle Controls: Deliveries and unloading must occur outside peak hours with no parking/waiting on the A370, Fairfield Mead, or near Backwell Allotments. No HGVs should be permitted on site, limiting deliveries to small flatbeds and vans. Multiple deliveries to be pragmatically avoided due to site constraints.

Staff Parking & Neighbour Communication: Construction staff must park on-site with strategies to minimise parking impacts, supported by proactive communication with neighbours on Farleigh Road and Fairfield Mead.

On-Site Pedestrian & Traffic Separation: Heras fencing must separate the construction zone from staff and guests to maintain a safe walkway. Due to operating alongside an active pub/hotel, any reversing vehicles must be supervised by a banksman.

Conclusion & Strategic Alignment

While BPC appreciates these conditions require careful coordination, Backwell is experiencing an extraordinary level of construction activity.

Establishing clear parameters now ensures a safe environment, protects a viable local business, and facilitates a smooth build-out. Supported by NSC Policy DM32 (High Quality Design) and national safety policy, BPC wishes the applicant success and trusts NSC Officers can apply these necessary conditions to achieve a meaningful, safe consent.

b) 26/P/1564/LDP - 27 Amberlands Close Backwell BS48 3LW.

Certification of Lawful Development for the erection of a single-storey side extension and garage conversion.

Resolved: Unanimously, Backwell Parish Council support the application in principle but offers the following comments.

Principle of Development & Design

The proposal is suitable under permitted development with no change to the footprint of the property, and the alterations do not constitute a change of use. This scheme intends to subtly change the configuration of the internal layout to modernise a family home, making it an appropriate enhancement for a lawful development certificate. Furthermore, the design is in keeping with the character of Amberlands and aligns with other garage conversions in the area. Relevant local planning framework guidance includes North Somerset Council (NSC) Policy CS12 (Achieving High Quality Design and Place Making) and Policy DM32 (High Quality Design and Sustainable Construction), alongside the North Somerset Residential Design Guide, which supports minor internal alterations provided they maintain local character.

Flood Risk & Water Displacement

BPC is concerned about the potential increase in flood risk and the cumulative impact of additional surface water runoff on the wider village. Backwell regularly experiences surface water runoff issues, and Amberlands—located on a gradient off Station Road—forms part of a catchment area with a history of flooding, including recurring impacts on the A370. BPC is actively collaborating with the Backwell Flood Action Group and NSC (as Lead Local Flood Authority) on climate resilience measures. Under NSC Policy CS3 (Standing Up to Climate Change) and Policy DM1 (Flooding and Water Management), development must not exacerbate surface water flood risks. Given the increased roof area, BPC requests a planning condition requiring a simple drainage plan (e.g., soakaway or connection to the storm drain) to manage surface runoff on-site.

Construction Traffic & Highway Safety

Amberlands sits off Station Road, a route with a narrow footway that experiences heavy congestion during school pick-up and drop-off times. Limited visibility on the bend makes safe construction parking vital to prevent accidents. In line with NSC Policy DM24 (Safety, Traffic and Provision of Development Infrastructure) and Policy CS10 (Transport and Movement), proposals must secure safe access and minimise network disruption. BPC requests that construction deliveries avoid Station Road during peak school hours. Furthermore, the applicant should communicate in advance with neighbours to manage local parking pressures and minimise off-site construction parking.

Building Regulations & Sign-Off

If approved, Building Control must be commissioned to inspect key structural elements—including steels, joist ties, and floating floors—and formally sign off on the finished renovations. Compliance with NSC Building Control standards will ensure structural integrity and thermal performance for the converted space.

c) 26/P/1588/LDP - 4 Oakleigh Close BS48 3JU.

Certification of Lawful Development for the partial conversion of existing attached garage.

Resolved: Unanimously, Backwell Parish Council objected to the application on the below grounds.

Principle of Development & Internal Reconfiguration

BPC wishes to support the application in principle however there are significant reservations with the current plan which could be simply addressed with amended plans.

BPC recognises that the scheme provides a good opportunity to enhance home-working and living arrangements for modern family use. The proposal involves no new external build footprint or increase in height, and the larger windows positioned to the rear present no adverse overlooking or loss of privacy for neighbouring properties. Furthermore, the front elevation alterations—specifically the introduction of new windows—align with the established architectural character of Oakleigh Close, where prominent bay windows and significant glazing are existing features. The proposal complies with North Somerset Council (NSC) Policy CS12 (Achieving High Quality Design and Place Making) and Policy DM32 (High Quality Design and Sustainable Construction).

Boundary Curtilage, Drainage & Surface Water Management

While the garage structure already sits immediately adjacent to the boundary, the plans require further detail to prevent encroachments and boundary disputes. To avoid recurring local drainage and land disputes that have previously required council enforcement intervention, all guttering, fascias, soffits, and rainwater goods must remain strictly within the site

curtilage. Furthermore, all surface water displacement and runoff must be managed entirely within the property boundary. In accordance with NSC Policy CS3 (Standing Up to Climate Change) and Policy DM1 (Flooding and Water Management), appropriate on-site mitigation (such as a simple soakaway or property-bound drainage connection) should be secured to ensure zero net increase in surface water runoff beyond the site. Renovations have been successfully achieved consent and build out where this has been incorporated into the design, if minded to approve BPC would appreciate the officers careful consideration of this point.

Parking, Refuse & Cycle Storage Provision requires amendments

The partial conversion of the garage reduces internal vehicle storage space, the site retains sufficient driveway capacity for only TWO off-street parking spaces, which does not satisfy the requirements for a four-bedroom dwelling under NSC Development Management Policy DM24 and the North Somerset Parking Standards SPD. However, because the site uses the full width of the property and is spatially constrained, this could be accommodated if the application were amended with a new site layout plan which must be submitted prior to approval. This plan must clearly delineate:

Driveway Layout: Clear marking of the three off-street parking spaces within the existing driveway.

Refuse & Recycling Storage: A dedicated, accessible bin and recycling storage area away from the immediate highway visibility splays.

Cycle Storage: Provision of two secure, covered cycle parking spaces.

Highway Safety, Pedestrian Routes & Construction Traffic Management

Oakleigh Close is a narrow residential road that forms a vital walking route to school and serves residents with mobility concerns. On-street parking is severely congested, and visibility splays are inherently constrained. Given previous safety incidents between vehicles and recently in this vicinity, as well as pedestrian accidents in the wider village reported to the Head of the LPA with reference to the vulnerability of the village due to the cumulative impact of ongoing construction in Backwell, BPC requests that the following safeguards be secured by condition or advisory note:

Limit on Construction Parking: On-street parking for construction-related vehicles must be strictly limited to a maximum of two vehicles at any one time.

Contractor Coordination: The applicant and contractors must coordinate with nearby properties undergoing simultaneous works on Oakleigh Close to manage cumulative traffic and delivery timings.

Pedestrian & Highway Safety: Strict adherence to considerate contractor practices to protect vulnerable pedestrians, mobility-impaired residents, and school children throughout the build-out, in line with NSC Policy DM24 and Policy CS10 (Transport and Movement) by maintaining visibility displays, clear pavements and supervision of reversing vehicles.

Thoughtful and considerate construction methods go a long way to ensure a smooth and safe build out for all concerned. BPC wishes to avoid involvement from the LPA and traffic enforcement.

Building Regulations & Sign-Off

If approved, Building Control must be commissioned to inspect key structural elements—including steels, joist ties, etc and formally sign off on the finished renovations. Compliance with NSC Building Control standards will ensure structural integrity and thermal performance for the converted space.

d) 26/P/1590/FUH - 16 Long-thorn Backwell BS48 3GY.

Proposed erection of a single storey front porch extension

Resolved: Unanimously, Backwell Parish Council supported the application.

The addition of a porch is a practical and attractive enhancement in keeping with other consents on this estate.

Design and Context

BPC requests that similar complementary materials are used to embellish the existing property without detracting from the area. The scale is proportionate and in keeping with porches that already exist on this small estate.

Long Thorn is an attractive estate in part due to its sympathetic uniformity; therefore, it is very important that any alterations are carried out sympathetically, with careful regard to scale, design and their contribution to the character of the area. A street view would have been helpful in this context.

BPC would be pleased to see these drawings and comment further. If the officer is minded to approve it would be helpful to compare with porch designs from the original development and those more recently consented.

e) 26/P/1591/LDP - 5 Oakleigh Close Backwell BS48 3JX.

Certification of Lawful Development for the conversion of existing garage to create habitable space, utility room and storage garage

Resolved: Unanimously, Backwell Parish Council objected to the application on the following grounds.

Principle of Development, Footprint & 45-Degree Rule

BPC supports the overall rationale to enhance living space and modernise the family home, noting that partial garage conversions align with the character of surrounding properties and comply with the general principles of North Somerset Council (NSC) Policy CS12 (Achieving High Quality Design and Place Making). However, BPC must formally object to the application in its current form due to critical issues regarding site layout and spatial constraints. The submitted site plan suggests an extension of the building footprint. Under a Lawful Development Certificate (LDP), any physical expansion must strictly satisfy Permitted Development criteria. BPC requests that the Planning Officer carefully evaluate the proposal against the 45-degree rule set out in the North Somerset Residential Design Guide SPD (Section 3: Alterations and Extensions). Because the development utilises the entire width of a constrained site without an appropriate setback, it directly breaches the 45-degree guideline and creates an unneighbourly tunnelling effect on the adjacent property at No. 7. A suitable setback must be incorporated to prevent this tunnelling impact and comply with NSC Policy DM32 (High Quality Design and Sustainable Construction).

Boundary Curtilage, Drainage & Surface Water Management

While the existing garage structure sits directly on the boundary, the submitted plans require further detail to prevent encroachment. To avoid land disputes and local drainage conflicts that have previously required LPA enforcement intervention, all guttering, fascias, soffits, and rainwater goods must remain strictly within the site curtilage. Furthermore, all surface water displacement and runoff must be contained entirely within the property boundary. In accordance with NSC Policy CS3 (Standing Up to Climate Change) and Policy DM1 (Flooding and Water Management), appropriate on-site drainage mitigation (such as a simple soakaway or property-bound connection) must be secured. BPC notes that similar garage conversions in the area have successfully resolved these concerns when properly incorporated into the design.

Parking, Refuse & Cycle Storage Provision

The conversion removes internal vehicle storage space, leaving capacity for only two off-street parking spaces. This fails to satisfy the required minimum of three off-street spaces for a four-bedroom dwelling under NSC Policy DM24 (Safety, Traffic and Provision of Development Infrastructure), Policy DM28 (Parking Standards), and the North Somerset Parking Standards SPD. Given the site's proximity to a junction and severe local on-street parking pressures, securing three off-street spaces is essential. BPC recommends amending the site layout to redesign the front curtilage, submitting a fully dimensioned plan prior to approval that clearly demonstrates:

- **Driveway Layout:** Clear delineation of three off-street parking spaces within the site boundary.

- **Refuse & Recycling Storage:** A dedicated, accessible bin and recycling storage area positioned away from highway visibility splays, in line with NSC Policy DM32.
- **Cycle Storage:** Provision for two secure, covered cycle parking spaces satisfying NSC Policy CS10 (Transport and Movement).

Highway Safety, Pedestrian Routes & Construction Traffic Management
 Oakleigh Close is a narrow residential street that forms part of a primary school walking route and serves residents with mobility needs. On-street parking is heavily constrained, and visibility splays are inherently limited. Following recent vehicle and pedestrian safety incidents in the vicinity and across the village as a result of the cumulative effect of multiple builders vehicles within the village, BPC emphasises the need to mitigate the cumulative impact of ongoing construction in Backwell. In line with NSC Policy CS10, Policy DM24, and NPPF Paragraph 114 (Safe and Suitable Access), BPC requests that the following parameters be secured:
Limit on Construction Vehicles: On-street parking for construction-related traffic must be strictly limited to a maximum of two vehicles at any time.
Contractor Coordination: Contractors must actively coordinate delivery schedules with nearby properties undergoing simultaneous works on Oakleigh Close.
Pedestrian Safety Practices: Strict adherence to considerate builder practices—including unobstructed footways, clear visibility splays, and supervised reversing vehicles—to safeguard schoolchildren and vulnerable pedestrians.

Building Regulations & Sign-Off

If approved, Building Control must be commissioned to inspect all key structural alterations—including structural steels, joist ties, and floating floors—and formally sign off on the completed works. Full compliance with NSC Building Control standards will ensure structural integrity and thermal performance for the new habitable space.

Signed.....Chairman

20TH AUGUST 2026 PLANNING COMMITTEE APPENDIX