MAC MIC
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Land North of Farleigh Road, Backwell
Design and Access Statement

May 2026

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ORIGIN3

Land North of Farleigh Road

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Preface

Origin3 are appointed by Mac Mic Strategic Land to prepare design proposals for Land North of Farleigh Road, Backwell, in North Somerset.

The site forms the eastern half of the East Backwell Draft Allocation for growth, as identified by Policy LP3 / LP5 in the Regulation 19 Consultation Draft of the North Somerset Local Plan 2041.

The whole draft allocation is intended to deliver around 889 new homes, 5ha of Employment, a Cross Rail Link Road, a new primary school and green infrastructure.

This Outline Planning Application covers an area of land which comprises the eastern extents of this Allocation. It adjoins the existing properties off Chapel Hill at Farleigh to the east, the A370 Farleigh Road to the south and the Great Western Main Line railway to the north.

It does not include any of the land off Backwell Common nor land adjacent to the existing Secondary School or Leisure Centre.

Design and Access Statement

An Outline Planning application has been prepared for the site following comprehensive technical and design analysis. This Design and Access Statement has been prepared to support the planning application and should be read in conjunction with the other submitted material.

This document explains the principles and concepts that have been pursued in respect of the following: Amount, Layout, Scale, Landscape & Appearance.

NB Access is submitted in detail, all other matters are reserved and will be subject to further detailed applications.

This document demonstrates how the site and its locale has been assessed, and gives details of public consultation and engagement with stakeholders on issues relating to design and is set out as follows:

- Section 2.0 describes the site and context.
- Section 3.0 summarises dialogue with local stakeholders, council officers and members of the public.
- Section 4.0 sets out the evaluation of the above and concepts for the site.
- Section 5.0 presents the design proposals for the site.

Best practice guidance within the National Design Guide highlights an emphasis on place-making, quality and considering future need against sustainability. Overall, it seeks an enhanced relationship between the natural and built environment for new developments to create more liveable places.

The ten characteristics established in the National Design Guide have therefore been used as a reference for the strategies to shape this proposal.

The scheme seeks to create a distinctive and sustainably planned place through this application which can be readily expanded and connected westwards with the wider allocation.

As a result, the masterplan intends to be:

- Landscape-led,
- Heritage-responsive; and
- Place-creating.

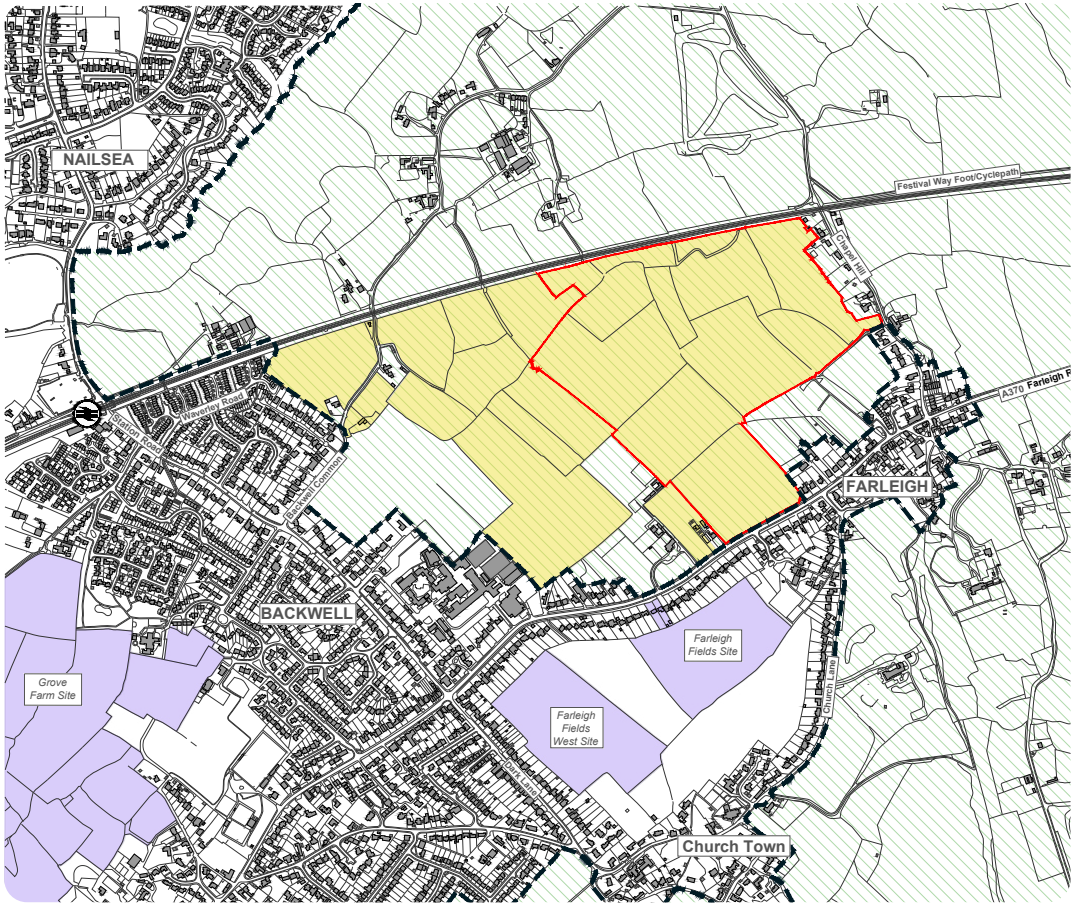


Figure 1.01: Reg 19 East Backwell Allocation

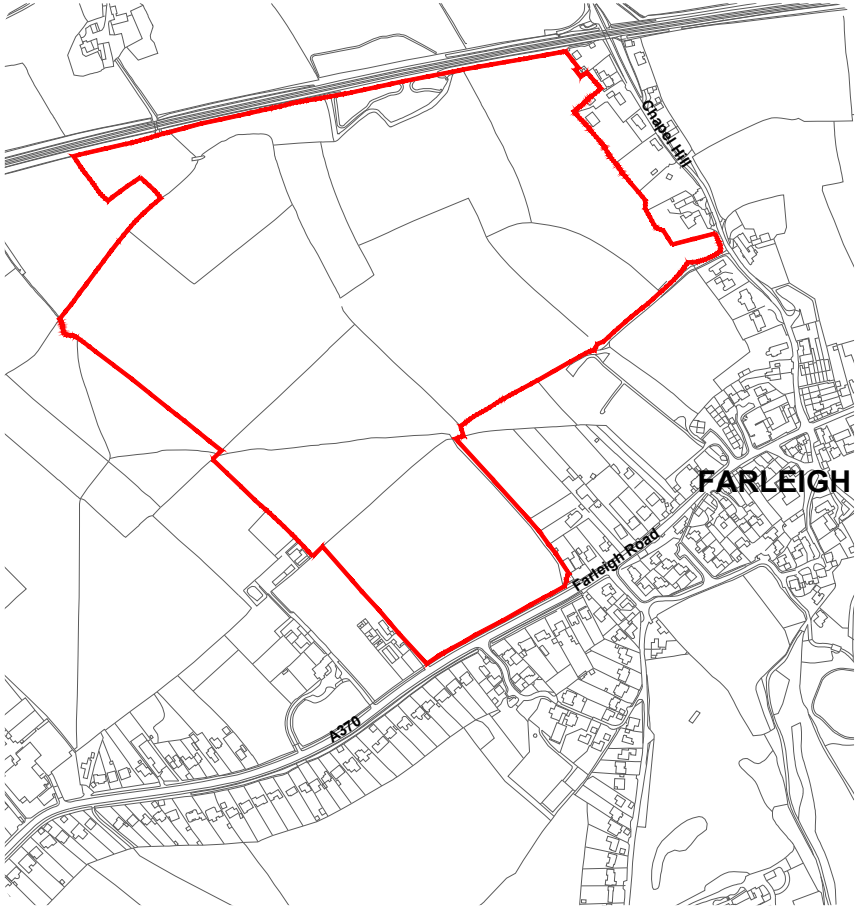


Figure 1.02: Site Location Plan

Land North of Farleigh Road

The North of Farleigh Road application site is situated east of Backwell and north west of Farleigh.

The A370 Farleigh Road adjoins the site's southern boundary, connecting through Backwell between Weston-super-Mare to Bristol.

The site is bound by the Great Western Main Line railway line along its northern edge and to the east the site adjoins existing homes at Farleigh, with a field gateway access onto Chapel Hill.

To the west, the site adjoins existing fields and properties, some of which are included with the East Backwell draft allocation.

Land already consented or under construction

Regulation 19 Proposed Allocation sites - land which is outside of Mac Mic Strategic Land control

Land North of Farleigh Road (Mac Mic Strategic Land site)

Current Greenbelt Extents

1.0

Introduction

1.1

North Somerset Local Plan Vision & Strategies

The Regulation 19 Local Plan sets a Vision and a number of strategic priorities for the North Somerset area.

Development at Land North of Farleigh Road will seek to address these requirements (as applicable) in this location.

"The Local Plan vision is our aspiration as to what good development will look like in the future and reflects the corporate values of open, fair and green. This is then reflected in the council's strategic priorities.

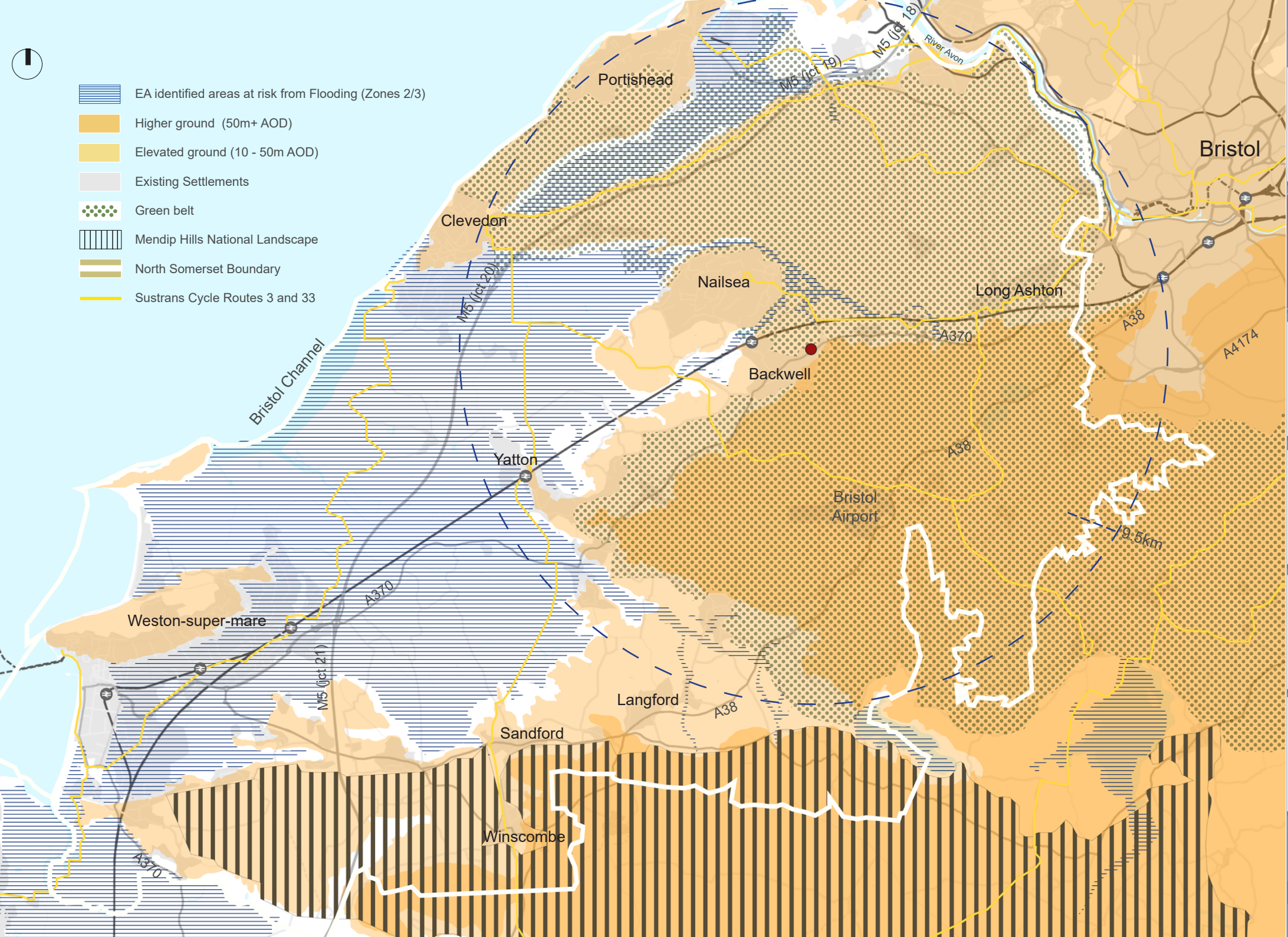
By 2041 there will be a transformation in the way we live which reflects a more responsible attitude to climate change and the use of resources. New homes, buildings and communities will be highly sustainable, accessible and attractive places with higher quality standards. There will be more diversity in terms of the form and type of new development to increase variety and choice to better meet the needs of all, create jobs and to tackle inequality.

Regeneration will transform and breathe new life into existing towns and valued areas will be protected. People's well-being, a strong sense of community, opportunity and fairness will be at the heart of all development in North Somerset."

The Local Plan's strategic priorities are as follows:

- To promote sustainable development and address the climate emergency.
- To deliver the zero carbon ambition by maximising the opportunities for low carbon development and the use of renewable energy.
- To develop new and existing communities in a way which enhances health and wellbeing, reduces inequalities and is child and family friendly.
- To increase the number and range of job opportunities across the district, particularly at the towns to give people the opportunity to work near to where they live.
- To prioritise the location of new development close to places with a wide range of services, facilities and job opportunities.
- To address the decline in the town centres of Weston-super-Mare, Clevedon, Nailsea and Portishead through supporting regeneration and place-making initiatives which revitalise these places as the focus for retailing, community uses, housing and jobs.
- To reduce car use, encourage walking and cycling, and high quality and effective public transport.
- To deliver a diverse range of housing in a variety of tenures, sizes and forms, particularly genuine affordable housing, to meet future needs of North Somerset residents at locations where they are most needed.
- To deliver essential new strategic transport infrastructure to support new development and enable more sustainable travel options.
- To deliver higher residential densities through good design, particularly at town centres, transport hubs and on brownfield sites.
- To provide essential infrastructure in step with development, both transport infrastructure and community infrastructure such as schools, healthcare facilities and community centres.
- To prioritise the importance and delivery of green spaces when considering new development, support priority habitats and species, and safeguard areas at risk of flooding.

Figure 1.03: (Right) Strategic Location Plan of Notth Somerset


EA identified areas at risk from Flooding (Zones 2/3)
Higher ground (50m+ AOD)
Elevated ground (10 - 50m AOD)
Existing Settlements
Green belt
Mendip Hills National Landscape
North Somerset Boundary
Sustrans Cycle Routes 3 and 33
Portishead
Clevedon
Nailsea
Backwell
Long Ashton
Bristol
Bristol Channel
Yatton
Bristol Airport
Weston-super-mare
Langford
Sandford
Winscombe
M5 (Jct 18)
M5 (Jct 19)
M5 (Jct 20)
M5 (Jct 21)
A370
A38
A4174
River Avon
9.5km

1.0 # Introduction

1.2 ## Placemaking Strategies for development North of Farleigh Road

1.3.1 Draft East Backwell Allocation

The Regulation 19 Local Plan identifies the East Backwell draft allocation as a key location to deliver the Authority's aspirations for growth.

"The village of Backwell will be expanded with new high-quality development and an improved highway network that relieves pressure on Station Road and the Backwell Crossroads for trips between Nailsea and Backwell and beyond. This will include a mix of new housing, business development, schools and investment in local services and infrastructure all well-connected to the Nailsea and Backwell railway station."

Schedule 1 gives a number of allocation specific principles which we have summarised into the key points opposite.

Key Principles - draft East Backwell Allocation

- Indicative Capacity 889 Homes
- On-Site 5ha Employment Uses
- Cross Rail Link Road from Station Road to A370
- Co-ordinated strategies across Land Ownerships
- Primary and Early Years Education
- A Heritage-Led Masterplan
- Archaeologically Considerate
- Ecologically Responsive
- PRoWs incorporated
- Fluvial and Surface Water Flood Risk managed comprehensively
- Heritage and conservation assets buffered
- Visibility from PRoWs to local landmarks integrated
- Contaminated Land Reviewed

1.3.2 A catalyst for the wider allocation

This planning application supports the key points identified for East Backwell. Our consideration of technical matters will assist in development planning across the wider allocation.

With a frontage to the A370, Land North of Farleigh Road can serve as a gateway into the allocation from the south, with space to deliver a connection to this route for the required Cross Rail Link Road.

Development of this site can serve as a catalyst for the wider allocation - providing a core neighbourhood which other land ownerships will join into in time.

1.3.4 Our Community Principles

This application has a number of community principles. These will create an environment which attracts people who want live there and encourages an early sense of community which later phases can expand upon.

+

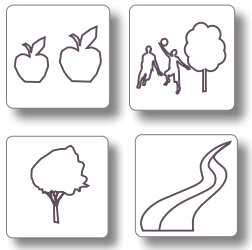
- Support Health and Well Being
- Foster a Sense of Community
- Support Flexible Working Practices
- Promote Neighbourliness
- Provide Access to Greenspace

1.3.5 Our Site Specific Principles

Heritage Responsiveness

1. Development which creates an outlook to heritage assets in the wider setting north / eastwards
2. Development which softens its proximity to nearby neighbouring Listed Buildings and the Farleigh Conservation Area

Blue & Green Infrastructure Priorities



3. Greenspace which responds to existing features, heritage assets and landscape character to aid local distinctiveness
4. Greenspace which comprehensively integrates surface water flood risk management for climate resilience
5. Greenspaces which protect, integrate and enhance the ecological bio-diversity of the site
6. Destination Greenspaces, centrally located, to prioritise usability by the community.

Community Goals & Sustainable Qualities

7. Provision for 'Doorstep Living' - compactly sited homes, employment and local amenities all within walkable reach
8. Delivery of a Community Hall at the core of a local centre
9. Support for inclusive development typologies to support residents on-site from childhood to senior years
10. Planning for built forms to support grid de-carbonisation (inc plot based solar / heat pumps / solar gains)

Travel / Connectivity Priorities

11. Development which allows for the Cross Rail Link Road (and a bus route) through the site to connect to the A370
12. Establishment of a compact and greened pedestrian / cycle friendly place to move around within (inc PRoWs)
13. Use of a hierarchy of routes to aid legibility and build a distinctive new neighbourhood
14. Development which enables an Active Travel route from Chapel Hill to the Link Road

1.0

Introduction

1.3

Development Proposal Summary

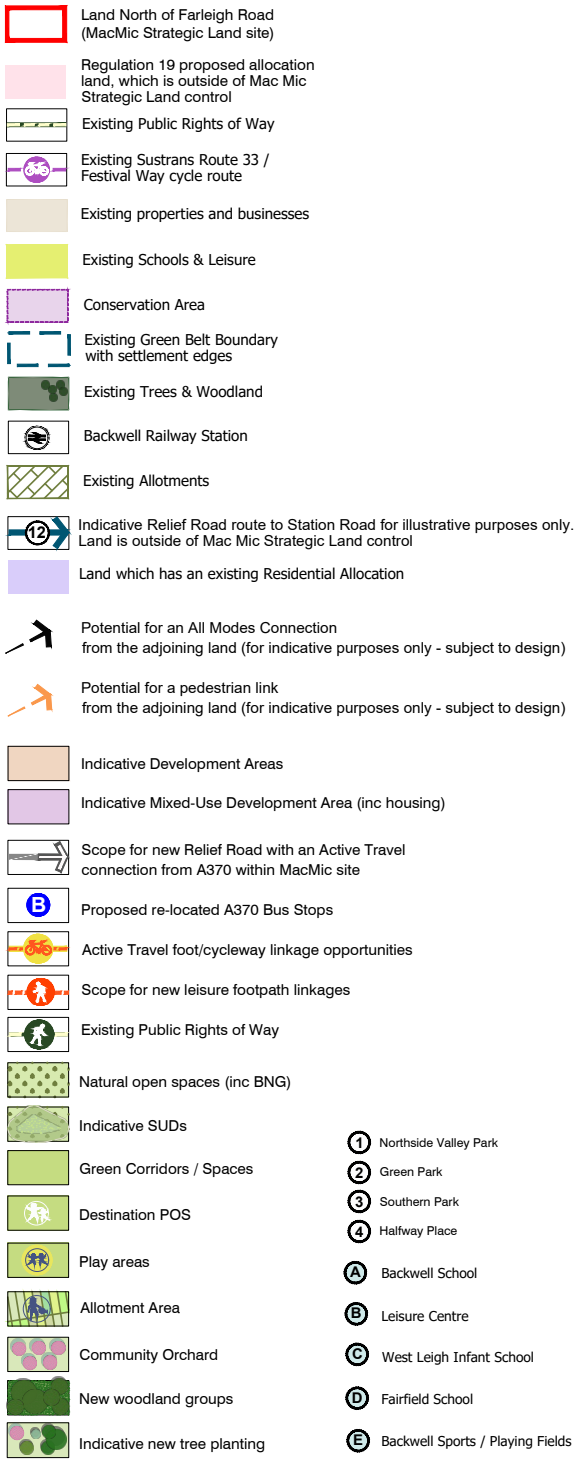
The Outline Planning Application for Land North of Farleigh Road proposes the uses opposite to foster a new mixed-use community within a generous, well connected and characterising landscape setting.

"Outline planning permission for the development of a 28.69 hectare site to comprise;

up to 500 dwellings; up to 2 hectares of mixed-use development (Use Class E, F1, F2, C2 and C3); first phase of proposed relief road; signal controlled junction with the A370; mobility hub; cycle, pedestrian and emergency access from Chapel Hill; public open space; landscaping; surface water attenuation and associated infrastructure"

1.6.1 Key Features

1. The emerging development proposal is based around **three inter-connected and walkable development areas** (Eastern, Northern and off Farleigh Road), set amongst the existing hedgerow network of the site.
2. In the south, off the Farleigh Road frontage, **a mixed-use centre and Mobility Hub** is proposed which can deliver uses such as a Community Hub building, Elderly Accommodation (such as a Care Home) and local shops and offices alongside apartments and housing.
3. The scheme includes a route for the southern part of the intended **Backwell to Nailsea Cross Rail Link Road**, including a traffic light controlled junction onto the A370. The delivery of Link Road's railway crossing and its extension around to Station Road, Nailsea, will be delivered by other parties.
4. It proposes an **Active Travel pedestrian and cycle link from Chapel Hill** to the new Link Road (which will include for Active Travel).
5. The Site includes a breadth of interconnected **destination open spaces** which fulfil a variety of Public Open Space and play uses.
6. A generous and characterising landscape setting is formed which allows for a **resilient surface water drainage strategy** for long term surface water management - setting aside surface water flood risk zones and accommodating SUDS (including swales and basins), across the north of the site.
7. The scheme is structured to facilitate **delivery of the first phase of the Link Road**, allowing the new neighbourhood to grow sustainably away from Farleigh Road; and
8. It is flexible enough to all development of **a varied range of characterful housing** which people will be proud to call home.



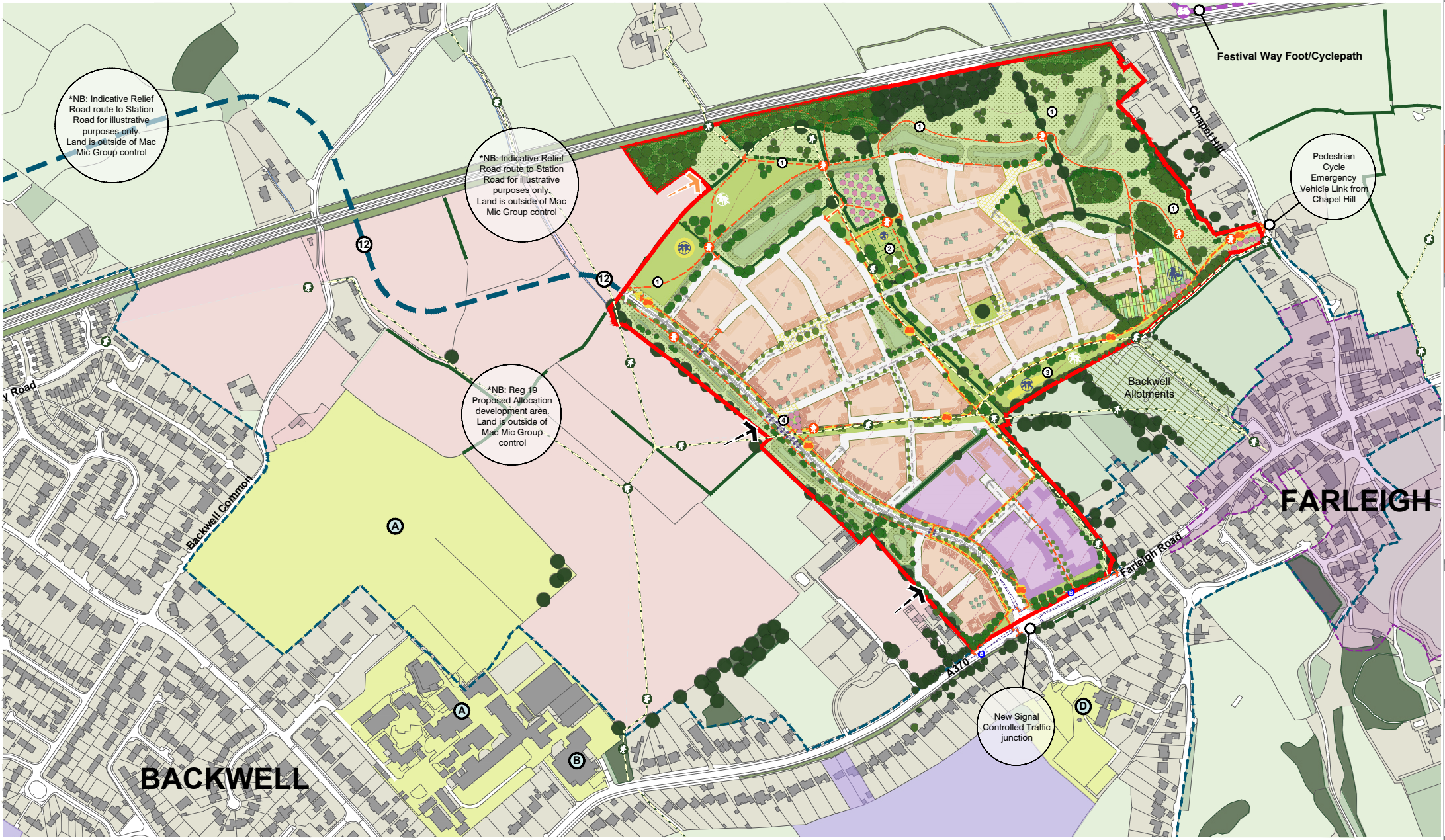


Figure 1.04: Illustrative Masterplan

Introduction

Development Proposal Summary

Over time, neighbourhoods expand and evolve. This development off the A370, north of Farleigh Road, will be one of the key starting points for the allocation - from which the planned new community East of Backwell can grow into the future.

Space for up to **500** New Homes *

(Located within a series of compact, inter-connected and walkable / cycleable residential areas and within the mixed-use area)

* of which, up to **45 - 50%** to be delivered as Affordable Homes

Provision of **First Phase** of the Cross Rail Link Road

(Remaining connection from the Site to Station Road via a rail crossing within the wider allocated land to be provided by third parties).

Creation of over **5ha** of Destination POS for Play, Recreation and Allotments plus Conservation GI

(Within a wider network of green corridors and woodland).

Up to **2ha** of Mixed-Use Development on the Farleigh Road frontage

(Sited to ensure facilities are accessible to existing residents, can form a mobility hub for existing A370 bus services and could be delivered during an early phase of development).

Uses could include:

- A Community Venue (community function space, multi-purpose hall, remote / co-working hub),
- A Care Home;
- A Children's Nursery
- Business / retail floorspace
- Housing; and
- Mobility Hub

Delivery of **10%** Biodiversity Net Gains improvements

(including Retained hedgerow corridors and mature tree integration to enhance bio-diversity across the allocation).

Re-instatement of c. **3,000 sqm** of orchards

(to replace lost habitat in-situ)

At least **100m** landscape separation to existing homes on Chapel Hill

(and c. 110m + from the Farleigh Conservation Area).

49% of the site proposed for Green and Blue infrastructure

(Which will connect Chapel Hill westwards to Backwell Common via the Allocation in the future).

Creation of over **1.8km** of cyclepaths on-site

(Separate from the highway and capable of being part of a wider network whcihc would link between Festival Way and Station Road, via the Allocation, in the future).

Retention of c.**1.3km** of PRoW networks;

and

Creation of a c.**1.6km** circular walking / running GI based route within the site.

2.0 Assessment

2.1 Background Studies

In order to appreciate the physical assets and constraints of the site, independent assessments have been undertaken. The following section presents a summary of the key findings and recommendations of the baseline assessments which have had an influence on the design and evolution of the proposal in particular.

These include: Local Context, Physical Audit, Planning Policy, Local Character and Assessment Summary

NOTE: An expanded review of key assessment topic, including Local Character, is contained as an Appendix to this document. This includes summarys from the technical reports which have been submitted as part of this Outline Application - these reports should be referred to, in full, for detail on a specific topic

2.2 What defines the site?

The site comprises predominantly gently sloping mixed agricultural land, which falls northwards, away from Farleigh Road. It is compartmentalised into a number of hedgerow defined fields.

The site is bound to the north by the Exeter to Bristol Railway line which is, in parts, elevated above ground.

The site's south western boundary is formed by the A370 (Farleigh Road) - running from Bristol directly through Backwell and on to Weston-super-Mare / M5. On the A370, the site adjoins existing properties to either side and has existing homes facing it across Farleigh Road.

The south eastern boundary is formed by trees and hedgerow backing onto existing allotments and a green lane PRoW route to Chapel Hill.

The eastern part of the site has a hedgerow boundary with the rear gardens of properties on Chapel Hill.

The western part of the site adjoins existing fields - some of which are also within the draft allocation and is defined by hedgerows.

The site is crossed by a number of Public Rights of Way.

Figure 1.05: Selection of Site Photos (All looking northwards)

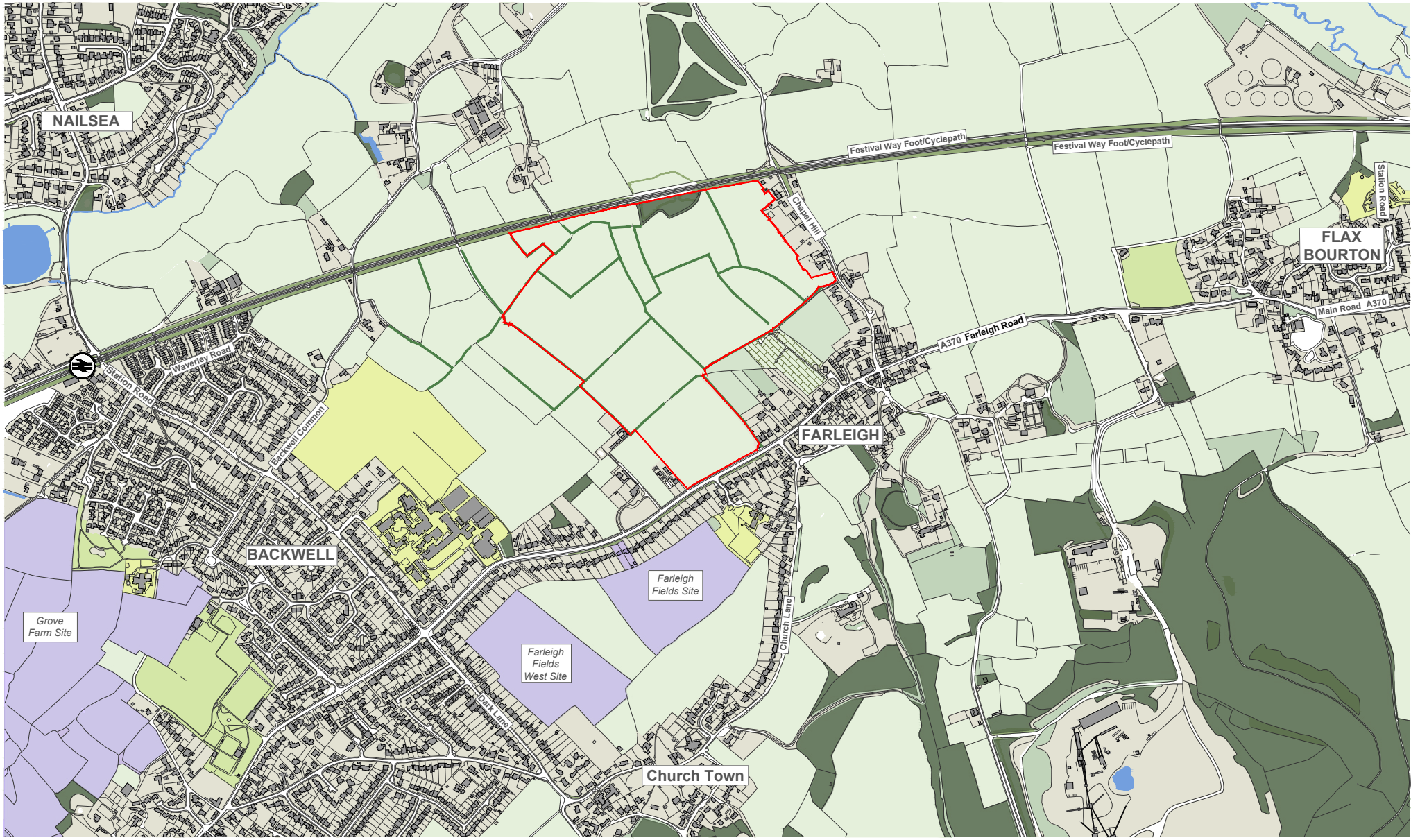


Figure 1.06: Site Context Plan

2.3 Local Context

2.3.1 Highway Accessibility

Backwell is served predominantly by the A370 and Station Road (which connects Backwell northwards to the neighbouring town of Nailsea). The railway has limited other connections between the two areas, save for a small number of lanes (and farm accesses) running under or over the railway. South of the A370, rising land has limited growth mainly to off Church Lane and Dark Lane.

North Somerset Council would like to see a new road link (inc pedestrian and cycle pathways) running east of Backwell, to enhance connections and reduce congestion on Station Road - both at the A370 junction and at the railway under bridge (as this is currently traffic light controlled to allow space for a footway).

2.3.2 Bus and Rail Connectivity

The site is well served by accessible public transport. The GWR Bristol to Exeter railway line boarders the northern boundary of the site. It is served from Nailsea and Backwell railway station which is located just over 1km away from the site.

There are also regular First Bus services along the A370, with a service every 15-30 minutes (X1 Western-super-Mare to Bristol) and hourly (X7 and X7A via Nailsea to Bristol).

2.3.3 Pedestrian and Cycle Connectivity

There are a number of Public Rights of Way through the site.

Sustran (National Cycle Network Route) 33 runs to the north east of the site - heading to Nailsea via Festival Way / Backwell Bow. It is possible to use Backwell Common to reach this route, but North Somerset Council would like to see it more directly connected to the railway station and Backwell via the Allocation.

Figure 1.07: A370 site frontage

Figure 1.10: Festival Way and Railway Station

Figure 1.09: Station Road leading north to railway station

Figure 1.11: Festival Way

Figure 1.08: Local Connectivity Plan