

# Welcome

Welcome to our public exhibition of proposals for new homes, public open space, new facilities and infrastructure on land north of Farleigh Road.

This land has been identified by North Somerset Council as a location for new homes in the council's draft Local Plan. It would also provide the first part of a relief road linking Farleigh Road with Station Road, which when completed will provide an alternative route for traffic between Nailsea and the A370, avoiding the Backwell crossroads.

Mac Mic Strategic Land is bringing forward these proposals. First established in 1925, we work across the UK promoting sites for development and taking them through the planning process, before handing them on to housebuilders. Our South West office is based in Bristol and we recently brought forward a development of new homes on the south-western edge of Nailsea, which is now being built by Taylor Wimpey ('Netherton Grange').

Although we no longer build homes ourselves, when we draw up development proposals we set out the key parameters that housebuilders would have to follow, including the number of new homes, the access arrangements, the provision of infrastructure, the amount and location of open space, as well as measures for ecological enhancement and nature protection.

This kind of work is essential for good placemaking and has been recognised with a Building With Nature Design Award for our latest scheme in Keynsham.



*Aerial photo with the land north of Farleigh Road outlined in red*



*Mac Mic Strategic Land's scheme at Bath Road, Keynsham*



# Planning Context

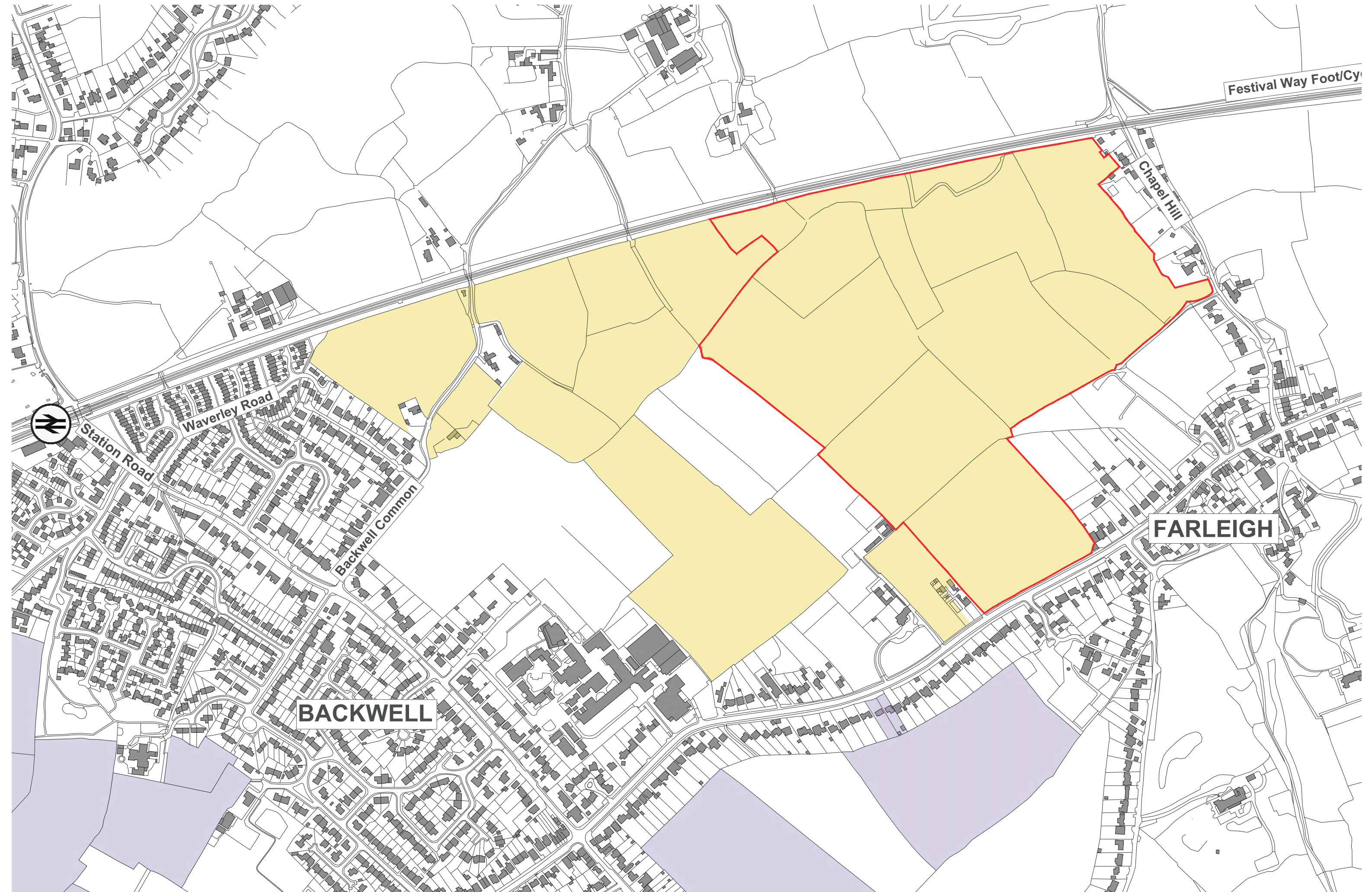
Recent changes by the Government to the planning system require North Somerset Council to find sites capable of providing 23,895 new homes over the next 15 years.

The Government has increased local authorities' housing targets, with the stated aim of delivering 1.5 million homes in England during this current parliament. If North Somerset Council does not identify specific sites to meet those increased targets, it will be harder for the council to resist speculative developments on other sites that would otherwise be refused.

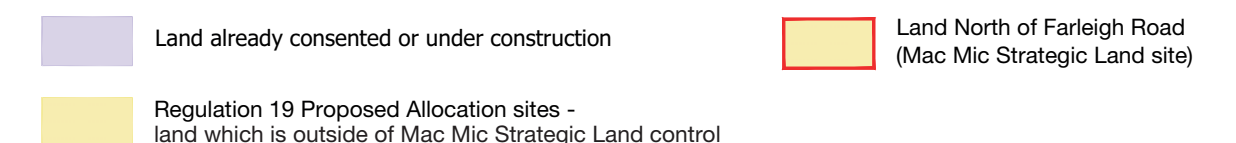
According to the latest Office of National Statistics data, the cost of an average home in North Somerset compared to average workplace earnings has more than doubled since 1997.

In response to these challenges, North Somerset Council is proposing to allocate land to the east of Backwell for housing development in its new Local Plan, including the land north of Farleigh Road. One of the benefits of allocating these sites is that they are able collectively to provide a significant piece of new infrastructure in the form of a relief road, reducing the amount of traffic passing through the centre of Backwell.

Mac Mic Strategic Land is not promoting the other sites to the east of Backwell proposed for development by North Somerset Council, only the land north of Farleigh Road. However, we will work closely with North Somerset Council to ensure that our scheme is appropriately designed and provides pedestrian and vehicular links with the adjoining land to provide a comprehensive development.



*Consented and proposed development sites in Backwell*





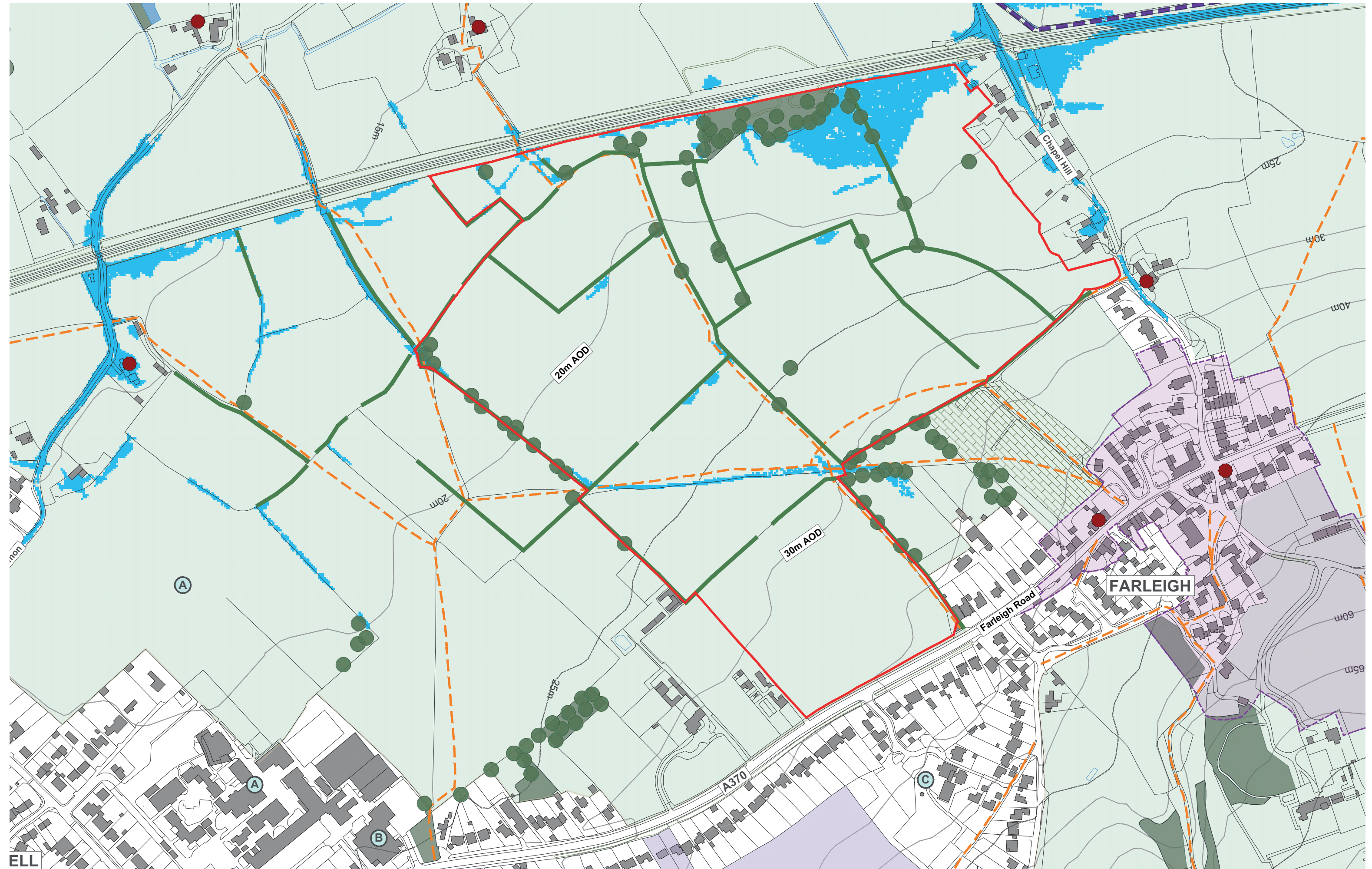
# Site Context

The land north of Farleigh Road measures around 29 hectares or 71 acres, comprising several open fields and small areas of hedgerows and woodland between Farleigh Road and the railway.

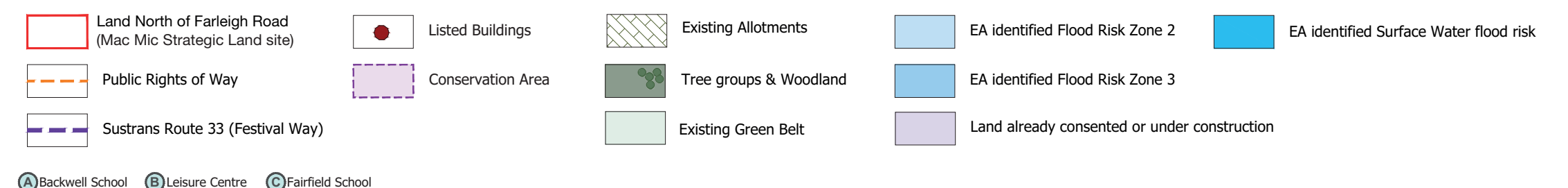
The site is currently designated as part of the Bristol Green Belt. North Somerset Council has acknowledged that it will not be possible to meet its new housing targets without developing Green Belt land. However, even if North Somerset Council's new Local Plan is adopted with an allocation for development on this site, a considerable Green Belt would still remain between Bristol and Backwell.

The site is not within a National Landscape (the new name for Areas of Outstanding Natural Beauty), nor is it within a Conservation Area; however, the Backwell Farleigh Conservation Area is located a short distance to the south-east.

The site is within Flood Zone 1, so has a low probability of flooding from rivers and streams. However, a small section of the site to the north along the railway is at risk from surface water - flooding. Our proposals will exclude any built development in this part of the site, and a sustainable drainage system will be created to accommodate surface water flows, so there is no increased risk of flooding.



Site context plan





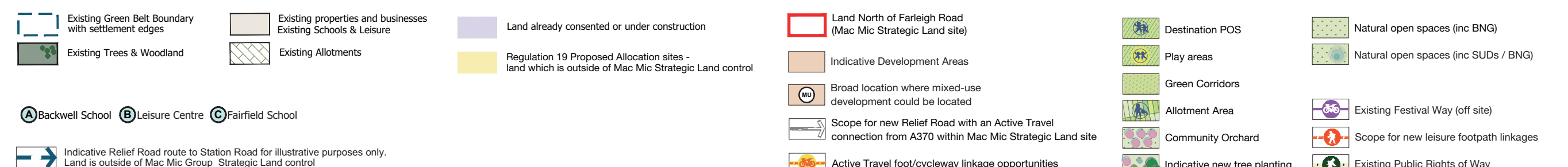
# Our Proposals

The image opposite is our illustrative Framework Plan for the land north of Farleigh Road. We are proposing:

- Up to 500 homes built in a range of sizes and types, including at least 45% affordable housing
- Vehicular access from a new signalised junction on Farleigh Road
- The first part of a new relief road ultimately leading to Station Road, avoiding the centre of Backwell
- A mixed-use area suitable for educational, employment, commercial or community uses
- Approximately 50% of the site used for Green Infrastructure, including circa 4ha of public open space
- Trees and hedgerows retained where possible alongside new planting and areas for biodiversity enhancement
- Retained Public Rights of Way and new foot and cycle paths
- A sustainable drainage system to collect and control surface water



Our illustrative Framework Plan for the site





# Key Features

We are proposing that up to 500 homes would be provided on the land north of Farleigh Road, along with a mixed-use area close to the A370.

Because these are outline proposals for the site, a detailed layout for the homes and supporting uses is not being proposed at this stage. However, the detailed development scheme will need to accord with the general layout and parameters of our outline planning application. The new homes would be provided in the central, southern and western sections of the site, with the northern- and eastern-most parts of the site set aside for public open space, biodiversity and new landscaping.

At least 45 % of the homes would be designated affordable homes, delivered in a number of tenures including social rent and shared ownership. It is anticipated that a range of housing sizes and types would be delivered, from one-bedroom apartments to two, three and four bedroom houses.

We are also able to stipulate that the new homes will be built to the appropriate sustainability standards (such as the use of air source heat pumps, electric vehicle charging points and photovoltaic panels), as required by the relevant benchmark standards at the time of detailed design, including local planning policy and national Building Regulations.

Up to 2ha could be used to provide for mixed land uses, including some residential. This area could accommodate a range of uses such as educational, employment, commercial or community facilities, depending on any identified needs.



*Illustrative sketch showing the proposed central area of open space, looking south*





# Landscape & Ecology

Our intention is to retain most of the existing natural features on-site and to provide landscape and ecological enhancements.

New woodland planting will be placed alongside the railway line, while tree-lined streets and green infrastructure corridors will break up the housing parcels in views from the wider valley landscape to the north. New open space and landscaping will also be provided in the east of the site to maintain separation from Farleigh Conservation Area and existing homes on Chapel Hill.

The site largely comprises arable land, which in planning terms is regarded as low in ecological value. However, there is an area of existing woodland and a network of native hedgerows, which contain several mature oak trees. These areas would be retained and enhanced, with the exception of small breaks in some hedgerows where needed to enable access.

The existing Public Rights of Way across the site would be retained, and new foot and cycle paths would also be created. The proposals will also include significant areas – formal and informal – for play and recreation, as well as areas for community orchards and allotments.

Our proposals will provide at least a 10% increase in biodiversity through the provision of diverse and valuable habitats within open spaces. Detailed survey work for protected and notable species has been undertaken, with impact avoidance and mitigation measures to be built-in to the proposals to ensure no significant harm to wildlife.



*Our Landscape Strategy Plan for the site*



# Flood Risk & Drainage

No development is proposed in any areas of flood risk, and the proposals will not lead to any increased flood risk within or beyond the site. This will be an absolute requirement for the development.

According to the Environment Agency, the entire site is in Flood Zone 1, meaning it has a low probability of flooding from rivers or streams. Surface water mapping shows some areas of surface water flooding at the northern boundary near the railway; however, no built development is proposed in these areas. The application will be supported by a Flood Risk Assessment (FRA) that will demonstrate the proposed development will not be at significant risk of flooding, nor will it increase flood risk elsewhere.

The proposed development will inevitably result in an increase in impermeable surfaces within the site. To manage this, a surface water drainage strategy will be prepared, which will include a Sustainable Drainage System (SuDS). Attenuation basins, sized to include an allowance for increased future flooding due to climate change, will collect surface water run-off from the development, storing the water and releasing it at a controlled rate so as not to overwhelm the receiving watercourses.

During typical rainfall, the proposed SuDS will mimic the existing surface water run-off rate; however, during larger storm events, the run-off rate will be reduced compared to the present rate, helping to mitigate the flood risk further downstream. This strategy will be prepared in line with local and national guidance.





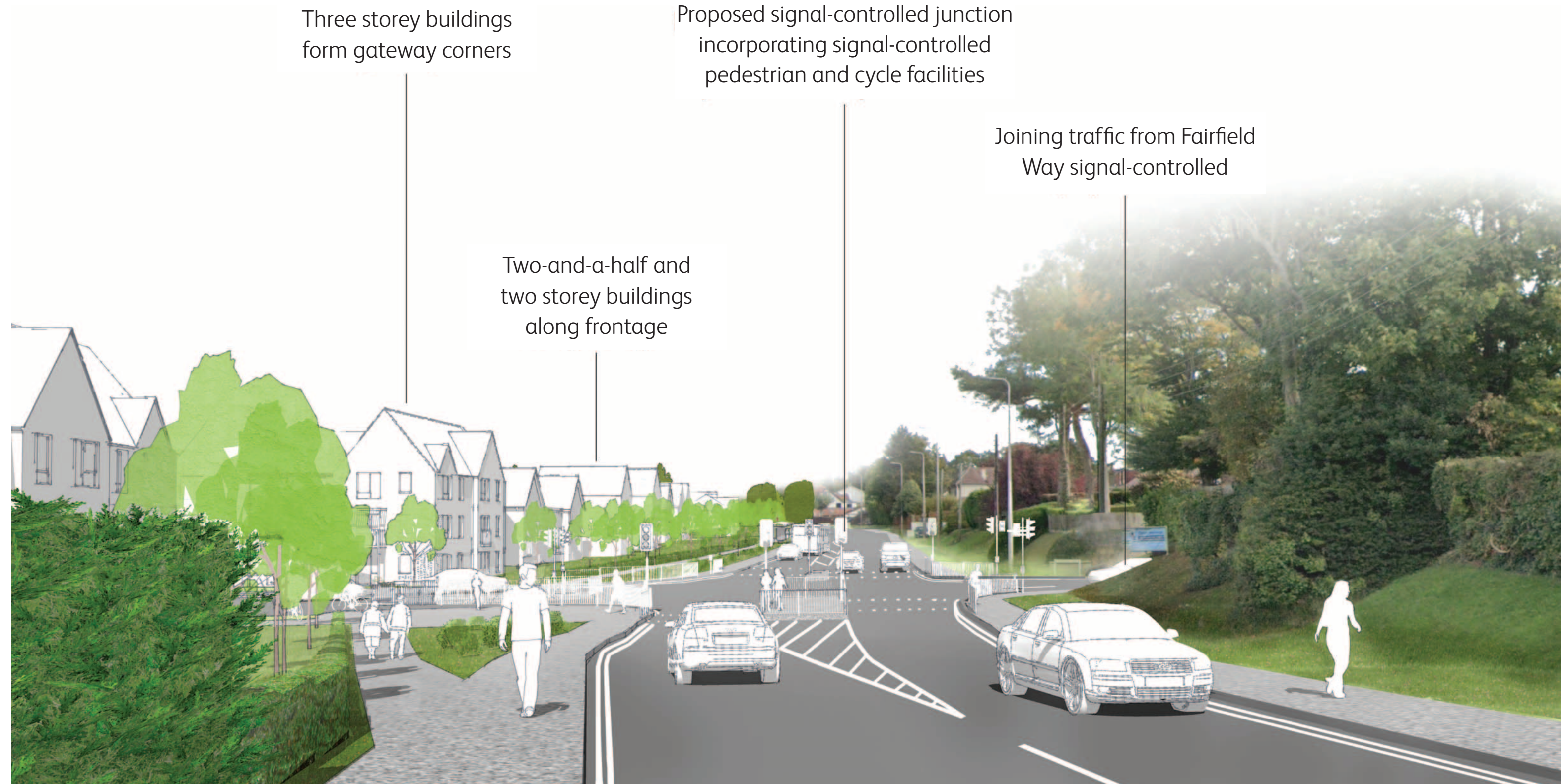
# Highways & Access

Vehicular access to the development is proposed from a new signal-controlled junction on Farleigh Road opposite Fairfield Way.

The first phase of a relief road would be delivered through this site; however, the completion of the rest of the relief road is outside our control and we therefore cannot confirm when it would be completed. Our proposals have therefore been designed to be safely accommodated within the existing highway network, prior to completion of the relief road and taking into consideration the additional traffic that will be created by the other developments in Backwell that have already been consented.

We appreciate that existing traffic on the local highways network is a significant concern for residents, and we acknowledge that our proposals would of course generate vehicle traffic, in addition to that generated by the other recently approved developments in Backwell. However, there would be close engagement with North Somerset Council to ensure that the local road network can safely operate as a result of the additional traffic generated prior to completion of the relief road.

The existing Fairfield Way bus stops on Farleigh Road would be moved slightly to put them at a safe distance from the junction. We are also aware of the potential plan to incorporate a bus lane on the A370 on the westbound approach to the Backwell crossroads, and our proposed access junction would continue to operate safely if the bus lane is delivered.



*An indicative 3D image to show the proposed junction on Farleigh Road*



*Plan of the proposed junction on Farleigh Road*



# A Relief Road for Backwell

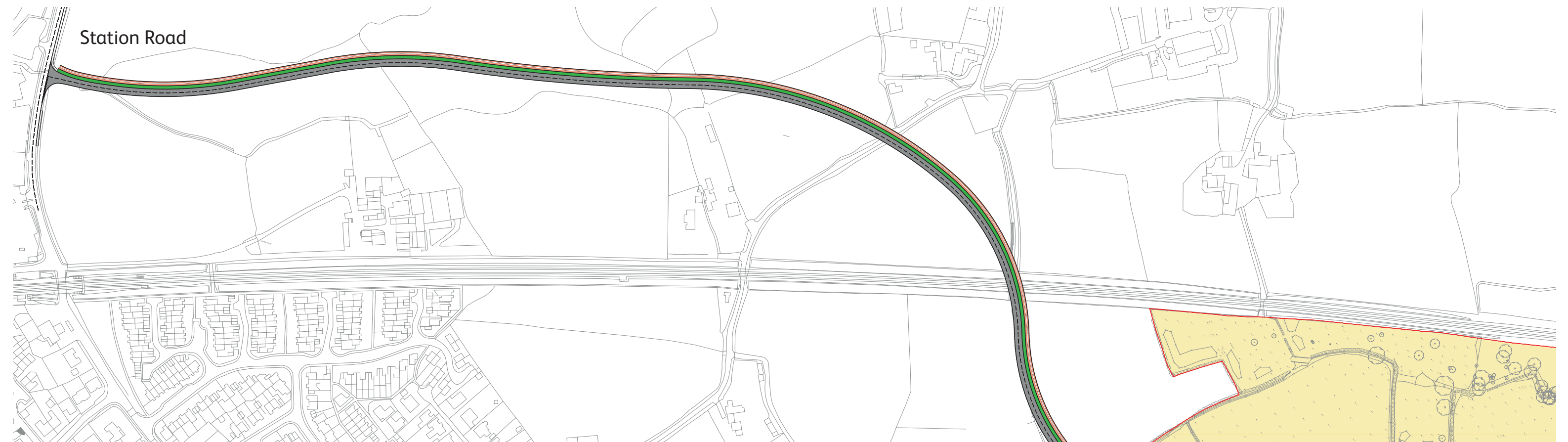
Our proposals would deliver the first part of a relief road for Backwell. When finished, this road would link Farleigh Road with Station Road in Nailsea, avoiding the centre of Backwell.

We are proposing that the relief road would start at our proposed signalised junction on Farleigh Road and pass through the western part of this site, up to the site boundary. From there, the intention would be for the relief road to continue into the neighbouring land, crossing the railway and then looping round to meet Station Road at a new junction north of the station.

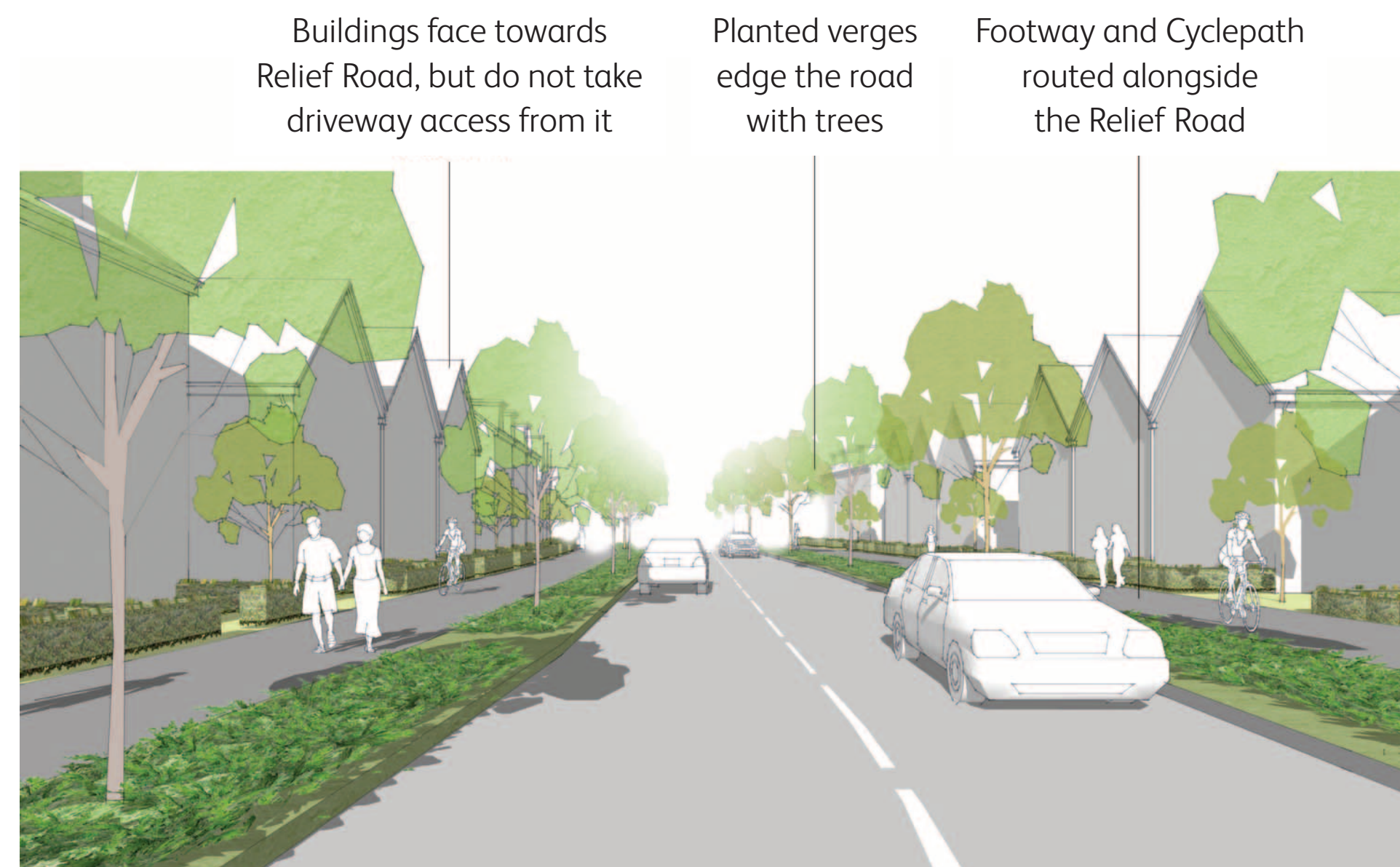
We are liaising with North Somerset Council to ensure that we design an appropriate and suitable route for the relief road through the land north of Farleigh Road, so that the rest of the relief road can then be continued through the neighbouring land and across the railway.

As the land beyond our site boundary is beyond our control, we are unable to confirm the timescales for delivery of the rest of the relief road. However, North Somerset Council has identified this road as a key piece of new infrastructure and we will be assisting the council as much as possible to ensure its delivery.

Once completed, the relief road would provide a quicker and more direct route between Nailsea and the A370, which would help to reduce the traffic and congestion problems currently experienced at the Backwell crossroads.



*A plan showing a potential route for the relief road (illustrative only)*



*An indicative 3D image to show the relief road as it passes through our site*



# Provide Your Feedback

We would be grateful if you would please provide your feedback on our proposals for the land north of Farleigh Road.

If you would like to provide feedback, please fill in one of the feedback forms provided at the exhibition, or you can fill in the form online at [www.landnorthoffarleighroad.co.uk](http://www.landnorthoffarleighroad.co.uk). We would be grateful to receive your feedback by **6pm on Thursday 31st July**. We will go through all the feedback received and consider whether any appropriate changes can be made to the proposals prior to submitting a planning application to North Somerset Council.

Our planning application will be 'outline' only, seeking approval for the principle of development on this site. If our planning application is consented, the site would then be passed on to a developer, and that developer would have to seek detailed approval for a specific layout and designs for the homes. Only after this detail is approved and appropriate funding contributions towards new infrastructure secured, would the developer then be allowed to start construction on-site.

The precise details of the construction process – including measures to minimise disruption to residents – would also need to be confirmed and agreed before construction could begin.

If you have any queries about the proposals in the coming weeks or months, please feel free to contact Jamie O'Sullivan of SP Broadway on **07706 274 637** or at [jamie@spbroadway.com](mailto:jamie@spbroadway.com).

Thank you for attending the exhibition.



*Our illustrative Framework Plan overlaid on an aerial photo*

