FARLEIGH FIELDS

DESIGN AND ACCESS STATEMENT | OUTLINE PLANNING APPLICATION

MAY 2021

PERSIMMON
Together, we make a home

CLIENT TEAM

Housebuilder

CONSULTANT TEAM

Masterplanning and Heritage	Planning	Transportation	Ecology
Flood Risk/Drainage	Landscape	Arboriculture	Ground Investigation

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Chapter 1: Introduction

1.1 Document Purpose and Structure

This Design and Access Statement (DAS) has been produced on behalf of Persimmon Homes ('the applicant') in support of the Outline Planning Application for the residential development at the Land at Farleigh Farm and 54 and 56 Farleigh Road, Backwell ('the site').

In line with requirements set out within the Planning Practice Guidance, the purpose of this DAS is two-fold:

(a) To explain the design principles and concepts that have been applied to the proposed development; and

(b) To demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

The DAS also explains the approach to access and how relevant policies have been taken into account, how consultation has informed the design, and explains how specific issues have been addressed.

This document is structured as follows:

Chapter One: Introduction

Chapter One sets out the structure and purpose of the DAS and describes the applicant's over-arching vision for the site.

Chapter Two: Evaluation

Chapter Two summarises the findings of technical studies undertaken by the consultant team across a range of disciplines which accompany the planning application. From these technical studies, a series of constraints and opportunities have been identified which have formed the basis of the design process.

Chapter Three: The Design Story

Chapter Three documents the evolution of the design proposals from conceptual work leading up to the refined masterplan. The key influences are summarised along with the design decisions which have shaped the proposals. This Chapter also includes a brief summary of feedback received during early consultation and the stakeholder engagement process.

Chapter Four: Design Proposal

Chapter Four sets out the development principals and strategies that will guide the future Reserved Matters application for the site.

Chapter Five: Character Areas and Design Influences

Chapter Five provides a detailed description of the various character areas within the development and how they relate to the surrounding context and giving a flavour of the materials to be used.

Chapter Six: Summary

Chapter Six provides a concise summary of the key features and benefits of the proposals.

N.B. Diagrams and drawings within this document may contain a simplified version of the red line application boundary. Please refer to stand alone plan for definitive boundary extents.

Figure 1: Site Overview

1.2 Site Location

The site is located in a highly sustainable location on the eastern side of the village of Backwell in North Somerset. The site is approximately 8km to the west of the urban area of Bristol and 14km north-east of Weston-super-Mare, which is North Somerset's largest town. The communities of Portishead and Clevedon are located to the north-west of Backwell on the Severn Estuary coast, with Nailsea located approximately 2km to the north-west. The site is well connected to the towns and cities in the region by public transport and road, and conveniently located for travel further afield via Bristol International Airport, which is located approximately 3.5km to the south-east [**Figure 2**].

Backwell lies along the A370, which links the town with Bristol and Weston-super-Mare, and Station Road that links the town to Nailsea and the surrounding road network, providing links to the M5. Portbury, which is a major employment area for North Somerset is also within commuting distance of the site, approximately 8km to the north.

Nailsea and Backwell Station is located approximately 2km to the north-west of the site, which provides regular train service to nearby towns and cities, including Taunton, Exeter, Bristol and South Wales and connections beyond [**Figure 3**].

The Bristol-Bath Green Belt is to the east of Backwell, wrapping around the north and eastern edges of the settlement.

Figure 2: Regional Context

1.3 Application Summary

The application is for outline planning permission, with all matters reserved for future approval, with the exception of access which is applied for in full detail. Detailed design and related matters will be dealt with through subsequent Reserved Matters applications add will be guided by the framework and principles contained within this DAS.

The outline planning application submitted on behalf of Persimmon Homes seeks permission for:

"the development of up to 125 homes on land off Farleigh Road, Backwell, together with new vehicular access, associated landscaping, public open space, drainage and infrastructure with all matters reserved except access."

Development Summary

- Residential Development of up to 125 dwellings comprising a mix of 2, 3 and 4 bedroom dwellings;
- Focus on placemaking in the design of the scheme, with the retention of the Local Green Space and a sensitive arrangement of dwellings that frame views to St. Andrew's Church and that work with the site topography to minimise the visual impact and buffer surrounding residences;
- Provision of affordable dwellings to meet local needs;
- Retention of existing hedgerows, where possible, a 10m ecological buffer and off-site habitat mitigation to provide an enhanced green infrastructure network through the site and its surroundings;
- Integrated SuDS drainage and green infrastructure strategy to promote increased biodiversity;
- Improving permeability of the site by providing well connected pedestrian routes that link to the surrounding public right of way and recreational route network;
- A variety of open space areas, including community orchards, ecological buffers, and play spaces; and
- An appropriate contextual response to the local vernacular with high-quality homes.

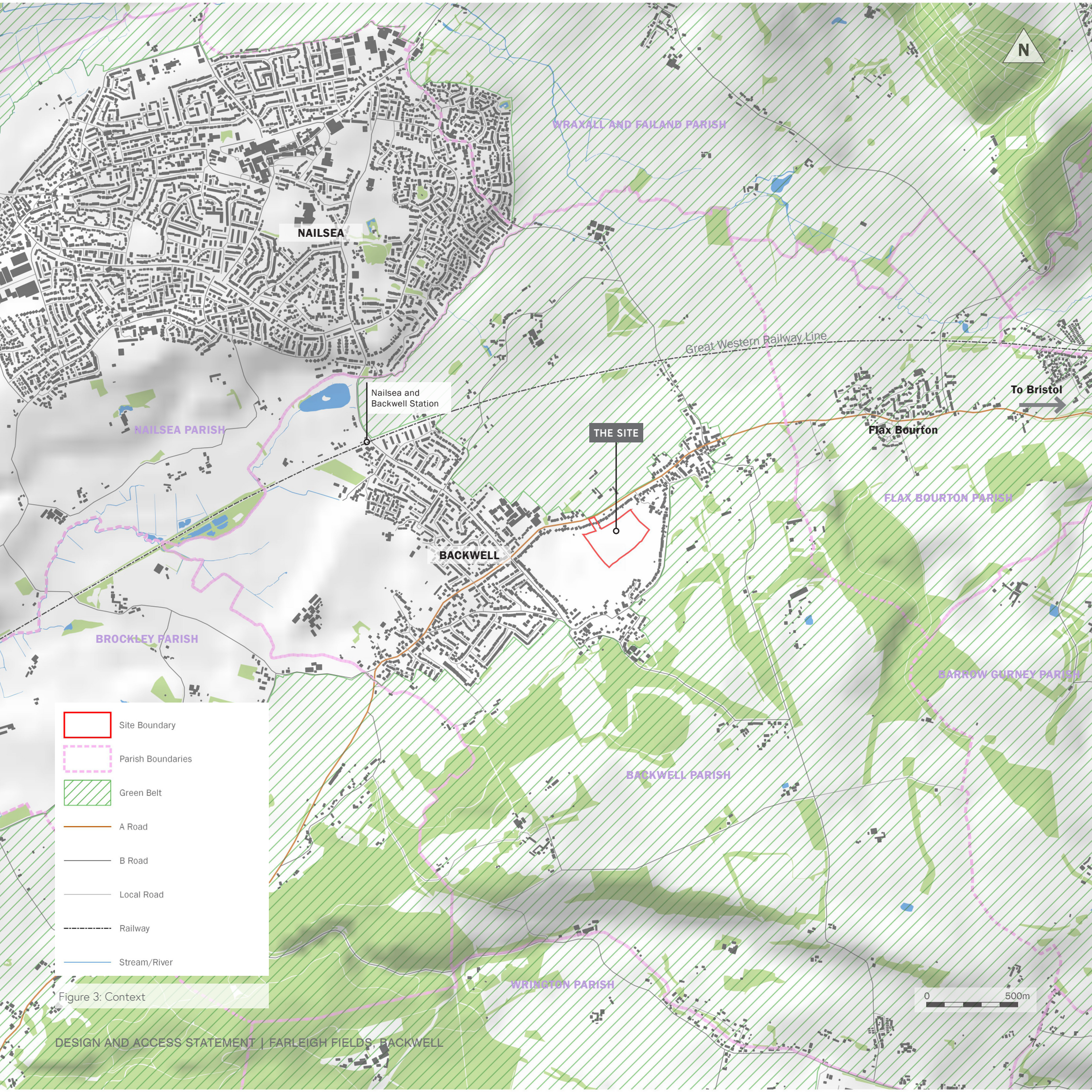

Figure 3: Context

1.4 Site Description

The site comprises a single agricultural pasture field and two existing residential properties to the north (54 and 56 Farleigh Road) that will be replaced by the proposed access. The site is 5.54 hectares (ha), as shown in **Figure 4**. The applicant also owns the surrounding three agricultural pasture fields land to the south and west, as indicated by the blue line in **Figure 4**.

The site slopes from the south-east towards the north-west [1] with the high point of the site at approximately 50.0m above Ordnance Datum (aOD) at the south-eastern boundary. The lowest point of the site is adjacent to the existing residential development in the north-west corner at approximately 35.0 aOD.

Two public footpaths pass near the site through the Local Green Space, as shown in **Figure 4**. Footpath LA2/6/10 runs south-eastwards from the A370 Farleigh Road, to the west of the site, and towards the Church of St Andrew [2]. A second footpath (LA2/4/20) connects to the first, adjacent to the north-west corner of the church, and crosses past the southern site boundary of the site to Church Lane [3].

The site is surrounded by existing development to the north and east, and Local Green Space to the south and west.

- The northern boundary is adjacent to residential properties which front onto Farleigh Road. These are predominantly larger, detached homes with deep rear gardens and close-boarded fencing and hedges at the boundary [4];
- The playing fields for Fairfield School form the eastern boundary;
- The Local Green Space is located to the south, with residential properties on Church Lane backing onto the Local Green Space further to the south. These homes consist of larger detached homes [5]. The Backwell Church Town Conservation Area, which contains the Grade I Listed Church of St. Andrew [6], also border the Local Green Space to the south-west of the site; and
- The Local Green Space and an agricultural field lie to the west of the site [7], which are bordered by existing back gardens of residential properties on Dark Lane and Farleigh Road.

The internal hedgerows on the site are unmanaged and of variable quality, with a number of good quality mature trees within the hedgerows and boundary. Several significant off-site trees of note located on private property on Farleigh Road and in the vicinity of a future potential access [8].

View from Footpath LA2/6, looking east

View to St.Andrews Church from Footpath LA2/6

View to St.Andrews Church from Footpath LA2/4

Homes on Farleigh Road back onto northern boundary

View south to Local Green Space and Church Lane

St. Andrews Church from Church Lane

Fields and residential development to west of site

Mature trees at northern boundary

Figure 4: Site Location

1.5 Vision

To create a highly sustainable and attractive small neighbourhood integrated into the existing settlement of Backwell that takes advantage of the site's location.

With placemaking at the heart of the design, the new neighbourhood will be sensitively configured to relate to its surroundings by offering vistas to the Church of St. Andrew and by incorporating public open spaces that respond to the local landscape.

The layout will create a naturalistic environment which enhances biodiversity through the provision of ecological corridors and hedgerow enhancement, providing an open space network for wildlife.

A network of low-speed and distinctive streets together with safe and convenient pedestrian routes will promote healthy lifestyles through walking and cycling and link the new neighbourhood with Backwell.

1.6 Key Objectives

The key design objectives for the site are summarised below and have been used to guide the development design.

Create a distinctive place that responds to its surroundings

Sensitively integrate the scheme with the adjacent development in a manner that responds to the positive characteristics of Backwell in order to root the development in its context.

Ensure that the design of new development enhances the existing settlement by creating a distinctive place that provides a range of high-quality dwellings of varying density that echo the urban form and architectural style of the area.

Maintain the distinctive views and visual connectivity with the surrounding settlement, protect the landscape setting and in particular the setting of the Church Town Conservation Area.

Provide a variety of public open spaces and routes to allow people to move easily around the community and access recreational routes and amenities in Backwell.

Create multi-functional green space

Create an attractive naturalistic environment that protects and extends the Green Infrastructure (GI) network across Backwell, ensuring a functional and well connected resource that contributes to a high quality environment for people and wildlife.

Protect and enhance existing vegetation by retaining trees/hedgerows as place-making landmarks and to provide green linkages between areas of higher ecological value to soften the visual impact of the new development from the adjacent rights of way and dwellings.

Create an ecological buffer around the development that offers improved wildlife habitat and promotes biodiversity.

Establish an open space buffer to the southern boundary to maintain a green edge to the development and providing an opportunity for community orchards and play.

Create a network of attractive walking routes and public amenity spaces incorporating play space and informal pedestrian pathways.

Use surface water attenuation features that offer habitat with seasonal diversity and create a mosaic of habitat conditions for both flora and fauna to thrive.

Provide safe and convenient connections

Maintain and improve connections for pedestrians and cyclists and promote links to local services and facilities.

Create attractive pedestrian routes through the open spaces of the site that link to the existing Public Right of Way (PRoW) and adjacent settlement and provide car free ways of moving around the community.

Provide an attractive street network that contributes to the sense of place by forming focal points and attractive public realm spaces within the development.

Develop Sustainably

Utilise best practice and guidance to provide a suitable range of sustainable energy efficient new homes, with a variety of mix and tenure to meet local need.

Promote local food production by providing orchards and incorporating 'edible' landscaping to better connect residents to nature.

Provide convenient play facilities that adequately serve the new population at a range of ages.

Provide homes that enable home working with internet-ready designs.

Provide homes for new residents that can easily access and contribute to the economic vitality of Backwell and support its nearby town centre.

Chapter 2: Evaluation

2.1 Planning Context

A Planning Statement has been prepared and has been submitted with the Outline Planning Application, which provides details of the planning context and planning history relevant to the proposal. A summary of the applicable policy is provided here, however, a more expansive description can be found in the Planning Statement.

National Planning Policy

The National Planning Policy Framework (NPPF) was revised by the Ministry for Housing, Communities and Local Government in February 2019. It sets out the Government's planning policies for England and how these should be applied. The NPPF is a material consideration in planning decisions.

The NPPF at paragraph 7 states that "the purpose of the planning system is to contribute to the achievement of sustainable development". The NPPF sets out that achieving sustainable development means that the planning system has three overarching objectives (economic, social and environmental), which are interdependent and need to be pursued in mutually supportive ways [paragraph 8].

Paragraph 11 of the NPPF also sets out that plans and decisions should apply a presumption in favour of sustainable development and sets out criteria for how this may be achieved in terms of place-making and decision-taking, noting that for decision-taking the presumption in favour of sustainable development means approving development proposals in accordance with an up-to-date development plan without delay.

Where relevant, advice in National Planning Practice Guidance has also been taken into account, relevant chapters of the NPPF include:

- Chapter 4 'Decision-making' (paragraphs 38-58);
- Chapter 5 'Delivering a sufficient supply of homes' (paragraphs 59-79);
- Chapter 8 'Promoting healthy and safe communities' (paragraphs 91-101);
- Chapter 9 'Promoting sustainable transport (paragraphs 102-111);
- Chapter 11 'Making effective use of land' (paragraphs 117-123);
- Chapter 12 'Achieving well-designed places' (paragraphs 124-132);
- Chapter 15 'Conserving and enhancing the natural environment' (paragraphs 170-183); and
- Chapter 16 'Conserving and enhancing the historic environment' (paragraphs 184-202).

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Adopted Local Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan comprises the following:

- North Somerset Council Core Strategy (2006-2026) (adopted (in full) 10th January 2017);
- Sites and Policies Plan Part 1: Development Management Policies (2006-2026) (adopted 19th July 2016);
- Sites and Policies Plan Part 2: Site Allocations Plan (2006-2026) (adopted 10th April 2018); and
- Backwell Neighbourhood Plan (2014-2026) (adopted March 2015).

Core Strategy

The Core Strategy covers the period 2006-2026 and was adopted (in full) on 10th January 2017. Backwell is identified in North Somerset's Core Strategy as a 'Service Village' providing a highly sustainable location for housing with a wide range of provision of services and facilities and public transport links. A recent appeal for Land off Purn Way, Weston-super-Mare (PINS reference: APP/D0121/W/20/3259109), the Inspector accepted the Council's position that they were only able to demonstrate a 4.2 year housing land supply and therefore the policies relating to the provision of housing are considered to be out-of-date.

The Core Strategy policies relevant to this proposed development are listed in Table 1 and reviewed in detail in the Planning Statement accompanying the Outline Planning Application.

Sites and Policies Plan Part 1: Development Management Policies

Sites and Policies Plan Part 1 brings forward detailed policies to complement the strategic context set out in the Core Strategy and covers the period 2006-2026. The relevant policies are listed in Table 2 and reviewed in detail in the Planning Statement accompanying the Outline Planning Application.

Sites and Policies Plan Part 2: Site Allocations Plan

The Site Allocations Plan covers the period 2006-2026 and allocates land adjacent to the site as Local Green Space. Policy SA5 states that planning permission will not be granted except in very special circumstances for development which adversely affects a designated Local Green Space. There are no other policies within this Site Allocations Plan that are considered relevant to the current application.

TABLE 1: NORTH SOMERSET CORE STRATEGY POLICY SUMMARY

POLICY	TOPIC
CS1	Addressing climate change and carbon reduction
CS2	Delivering sustainable design and construction
CS3	Environmental impacts and flood risk assessment
CS4	Nature Conservation
CS5	Landscape and the historic environment
CS9	Green infrastructure
CS11	Parking
CS12	Achieving high quality design and place making
CS13	Scale of new housing
CS14	Distribution of new housing
CS15	Mixed and balanced communities
CS16	Affordable housing
CS25	Children, young people and higher education
CS27	Sport, recreation and community facilities
CS32	Service Villages
CS34	Infrastructure delivery and Development Contributions

TABLE 2: SITES AND POLICIES PLAN PART 1 SUMMARY

POLICY	TOPIC
DM1	Flooding and drainage
DM4	Listed Buildings
DM6	Archaeology
DM8	Nature Conservation
DM9	Trees
DM10	Landscape
DM19	Green infrastructure
DM24	Safety, traffic and provision of infrastructure etc. associated with development)
DM25	Public rights of way, pedestrian and cycle access
DM26	Travel plans
DM27	Bus accessibility criteria
DM28	Parking standards
DM32	High quality design and place making
DM34	Housing type and mix
DM36	Residential densities
DM70	Development infrastructure
DM71	Development contributions, Community Infrastructure Levy and viability

Backwell Neighbourhood Plan

Backwell Neighbourhood Plan covers the period 2014-2026 and was adopted in March 2015.

The policies relevant to this proposed development can be summarised as follows (refer to Backwell Neighbourhood Plan for specific wording):

- Sustainability 2 – New development should include sustainable drainage systems to reduce or ensure there is no increase in surface water run-off to ensure that the development does not increase the flood risk;
- Highway 1 – A Transport Assessment will be required to support any planning application;
- Highway 2 - Proposals for new development in Backwell will be supported where early engagement has taken place to ensure that transport infrastructure will be provided in a timely manner;
- Highway 3 – The Parish Council will support the creation of an appropriate network of cycling and walking routes, and new developments will be required to include safe walking and cycling routes where this is feasible;
- Development 1 – Housing development in Backwell which is at a level appropriate to the size and character of the settlement will be supported. Supporting text also goes on to state that there is a need for more smaller dwellings comprising starter homes for private purchase, affordable (social) housing for rent or shared ownership and dwellings suitable for older residents to downsize; and
- Development 4 – Significant development of agricultural land that has been demonstrated to be necessary should also demonstrate that it prioritises the use of poorer quality agricultural land over the use of higher quality agricultural land.

Emerging Development Plan 2038

North Somerset Council are currently in the process of preparing their Local Plan 2038 that will cover the period 2023-2038 and involve the review of the policies and allocations in existing development plan documents (Core Strategy and Sites and Policies Plan parts 1 and 2, including waste and minerals).

To date a 'Choices consultation' was held in Autumn 2020 and a 'Challenges Consultation' was held in Summer 2020. Public consultation on the 'Draft Plan' is expected in November 2021. As the preparation of the plan is at an early stage and a draft plan is yet to be consulted on, it has not been considered further.

Other Material Considerations: Supplementary Planning Documents

Relevant Supplementary Planning Documents (SPD) will be considered as part of development proposals, design related SPGs include:

- Biodiversity and Trees;
- Creating sustainable buildings and places;
- Parking Standards; and
- Residential Design Guide.

Summary

In summary, the outline planning application proposes a scheme for up to 125 homes, on a greenfield site, outside of, but immediately adjacent to the settlement boundary of Backwell. The site's location in Backwell, identified in North Somerset's Core Strategy as a 'Service Village', provides a highly sustainable location for housing with a wide range of provision of services and facilities and public transport links.

2.2 Existing Facilities and Local Connectivity

Community Facilities

The site is located near to an excellent range of local services and facilities and served by a good public transportation network and within a 10-15 minute walk of the site [**Figure 5**].

These include:

- Several retail/service facilities located along Farleigh Road/West Town Road between Station Road and Rodney Road. These include a convenience store, post office, eating/drinking establishments, hardware store, hairdressers and pharmacy;
- Additional shops and facilities, including Waitrose and Tesco, are located in Nailsea approximately 2 miles from the site, and accessible by public transport.
- Backwell Church of England Junior School located on Church Lane to the south of the site. West Leigh Infants School is located approximately 1.5km from the site on Westfield Drive;
- Backwell School is located to the north of Farleigh Road with access off Station Road and provides for children in Years 7-11 and Sixth Form;
- Fairfield School is an independent day school and nursery for children age 2 to 11 and is located immediately to the east of the site;
- Additional facilities include Backwell Medical Centre and Backwell Dental Centre both located at the village centre;
- There are several recreational opportunities nearby, including Backwell Recreation Ground, Backwell Tennis Club and the Backwell Leisure Centre which is located to the north of Farleigh Road near the site entrance;
- Various churches are located in Backwell (St. Andrew's Church, West Town Methodist Church and Backwell Baptist Church);
- Various eateries including public houses, restaurants/take-aways and cafe/coffee shops are also located in and around Backwell; and
- 3 no. Community Halls/Hubs (Backwell Parish Hall, WI Hall and the Backwell Village Club).

Public Transportation

Backwell is also well served by public transportation, however, the Covid-19 pandemic has resulted in temporarily reduced timetables for many bus and rail services. Therefore, the pre-Covid-19 timetables have been included here as it is assumed they will be restored in the future.

Backwell is well served by bus services, with 4 to 6 services per hour to and from Bristol at peak times. There are also frequent and direct bus services towards Nailsea, Clevedon, Weston-super-Mare.

Bus routes include:

- The X1 Route provides frequent bus service weekdays and weekends between Weston-Super-Mare and Bristol with several stops along the A370. Buses run every 15 minutes on weekdays, and every 30 minutes on weekends;
- The X2 Route provides 9 buses a day on weekdays between Weston-Super-Mare and Bristol with several stops along the A370;
- The X8 Route provides a weekday bus service between Nailsea and Bristol with several stops along Station Road and the A370, including the train station; and
- In addition, Nailsea & Backwell Rail Station is served by frequent regional trains towards Bristol, Cardiff, Weston-super-Mare and Taunton and peak time direct services to and from London Paddington and Exeter St Davids. The station is located on Station Road approximately 1.75km from the site, and can also be reached using the local bus services or bicycle. Station facilities include car and bike parking.

Walking and Cycling

A network of PRoW footpaths are accessible from the site, with two existing public footpaths (LA2/6/10 and LA2/4/20) running adjacent to the western and southern boundary respectively and linking to the wider PRoW network [see **Figure 4** on Page 9]. Footways are present on both sides of Farleigh Road in the vicinity of the site.

There are no dedicated bicycle routes on the local road network, with cyclists being accommodated on the carriageway. Festival Way forms part of National Cycle Route 33 and provides direct cycle connections from Nailsea towards Bristol, also connecting with Routes 334 and 41 [**Figure 5**]. It can be accessed from Station Road and Chapel Lane, both of which are a short distance from the site.

Key for **Figure 5** Opposite

- Site Boundary
- Distance from Site Boundary
- Bus Stop
- Bus Route (Multiple Services)
- Churches
- Local Shops
- Public House
- Take Away/Cafe
- School
- Medical Centre/GP
- Post Office
- Village Hall/Community Building
- Allotments
- Playing Fields/Leisure Centre
- Train Station

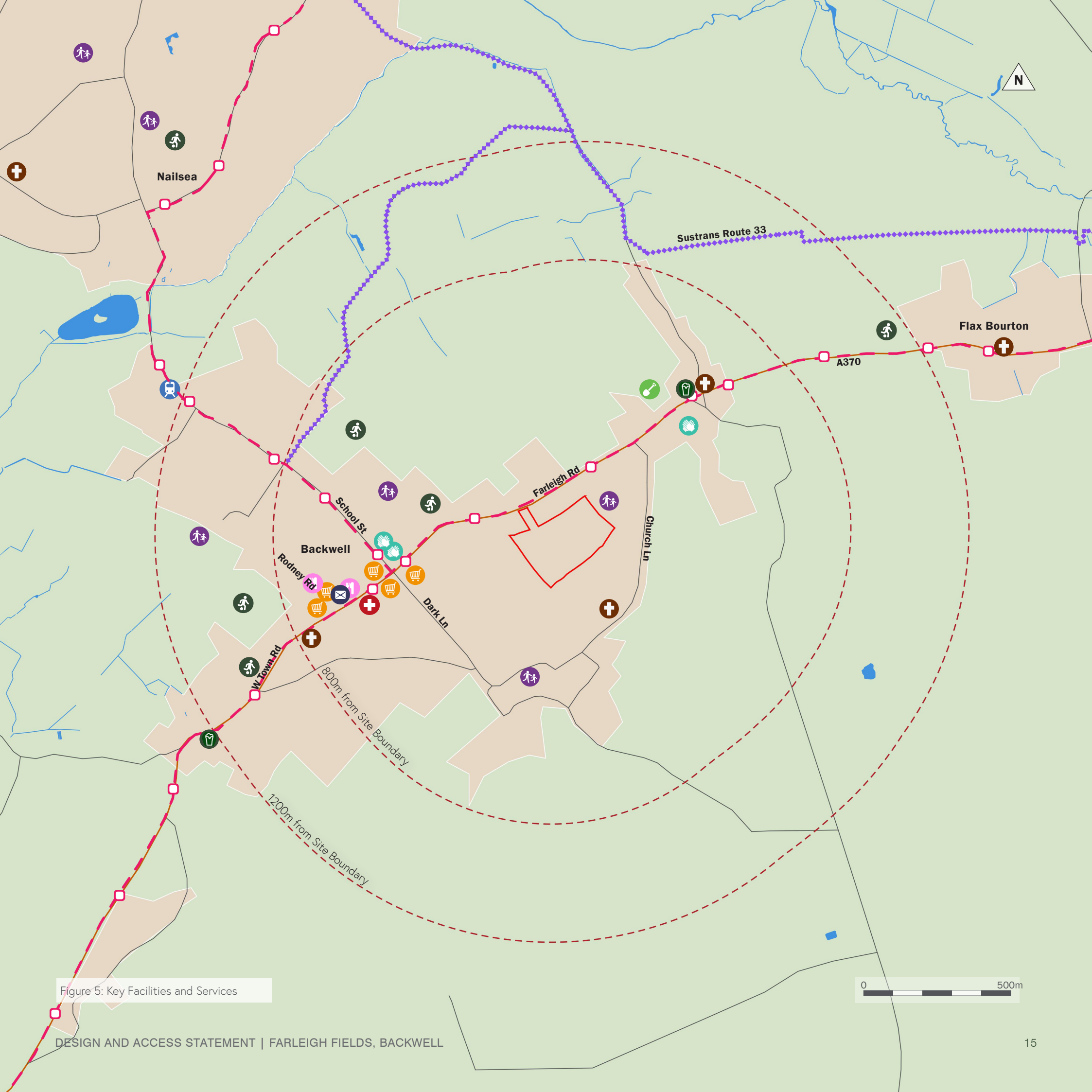


Figure 5: Key Facilities and Services

2.3 Settlement Evolution

The earliest record of a settlement at Backwell is from the Domesday Survey of 1086. The settlement is referenced in the Survey as 'Bacoile', an Old English name meaning 'the well or stream coming from the ridge' and refers to the springs which emerge in the vicinity of Church Town. Backwell was a parish of dispersed hamlets rather than a nucleated settlement; with Church Town, West Town, Farleigh and possibly Backwell Common being of medieval origin. Church Town is thought to be the site of the earliest medieval settlement within the Backwell Parish and was centred around the ecclesiastical holdings of the Church of St Andrew and the site of a former manor.

Agriculture was an important part of the local economy through to the post-medieval period, with the site and surroundings forming part of the agricultural hinterland, however other industries did began to develop within the Parish. For instance, in the vicinity of Backwell Common the mining of coal became an important local industry, with a number of mines and associated features recorded in this area. South and east of the site, the mining of lead and quarrying of limestone became key economic activities, with large-scale quarry sites and a number of limekilns being located within the vicinity.

From the early 18th century, the majority of the land within Backwell parish formed part of the outlying lands of the Longleat Estate, owned by Viscount Weymouth (later created Marquis of Bath). A survey of land within Backwell conducted in 1787 depicts Church Town an isolated hamlet, centred on the Church of St Andrew, and no further development is depicted between Church Town and Farleigh, or along the main route ways within the vicinity of the site.

The Bristol to Exeter mainline railway was completed in 1842. The establishment of the railway in this area resulted in the construction of a number of tramways connecting coal mines in the north of the Parish to the railway line, to aid in exporting.

Within the exception of lime quarrying on Backwell Hill, the majority of recorded industrial activities within the Parish declined during the 20th century. The lands of the Longleat Estate within Backwell were sold in 1939, thus opening up areas for development. Post World War II development within Backwell concentrated along the main A370, forming a distinct ribbon settlement, and resulting in infill between the historic hamlets with Church Town remaining the most individually distinct.

Development of residential housing along the edges of the site began in the 1930s. By the 1960s this had extended along the entire length of Farleigh Road, Chapel Lane and Dark Lane, bounding the site with the plots of rear gardens. In the 21st Century, development has mostly consisted of in-fill development/ redevelopment with new residential development focussed towards the train station in the north-west of the town.

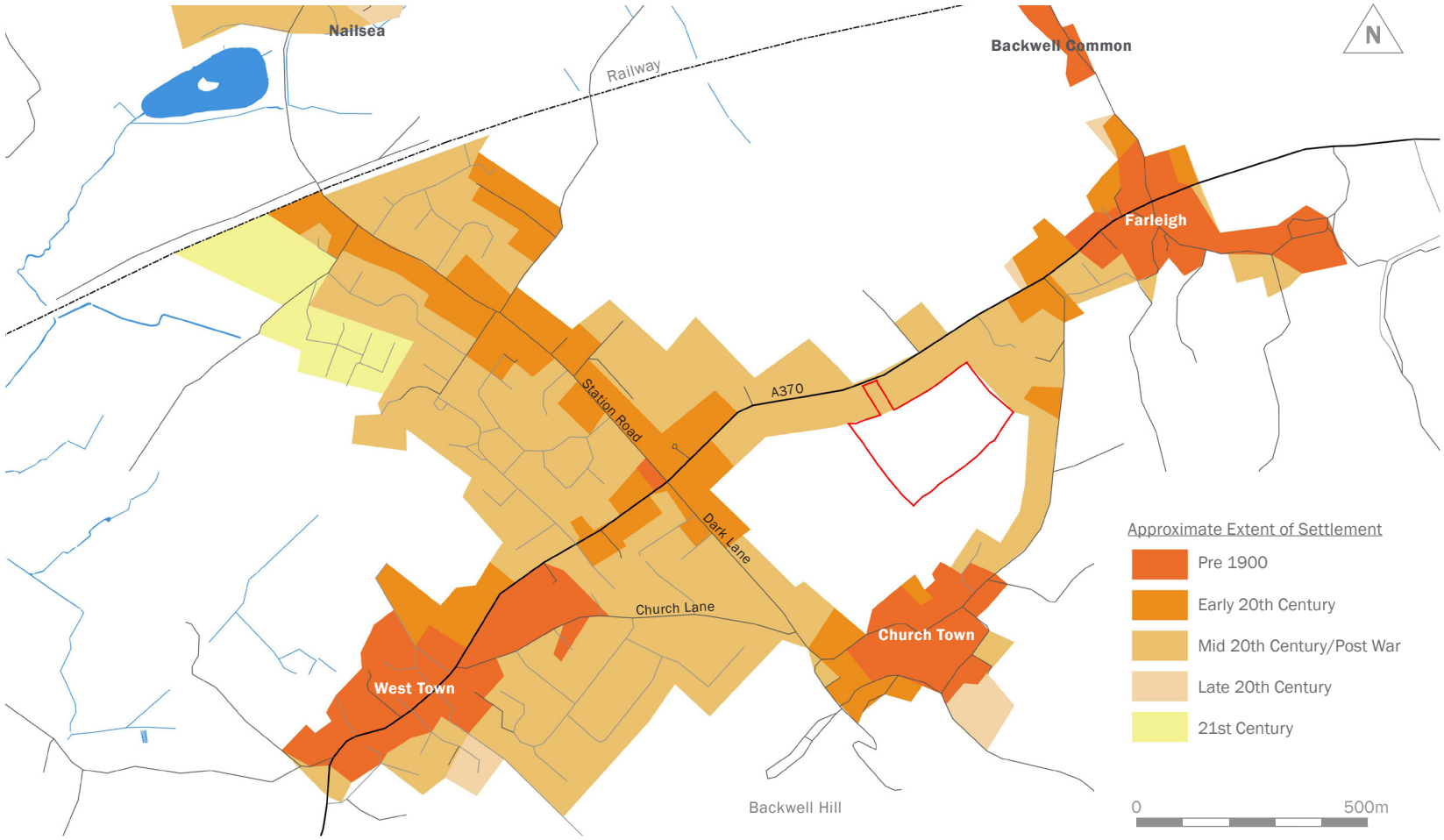


Figure 6: Backwell Settlement Evolution, Pre 1900 to Present

2.4 Settlement Pattern and Local Character

Post World War II ribbon development along the A370 and Station Road strongly influences the settlement pattern of modern day Backwell by in-filling the spaces between the original hamlets of Church Town, Farleigh and West Town. However, there are distinctive areas within the community that give Backwell its character and which can be used to inform proposals for new development. For example the street patterns, massing, architecture and materials that help define the local context.

With the exception of the uses in the village centre, residential development forms the dominant characteristic of the remainder of the settlement. Much of the existing development in the older parts of Backwell is more varied in its form and scale, whilst in the residential estates built after the second world war, a more consistent and homogeneous pattern of development exists.

For the purposes of assessing the existing character and establishing contextual references for the new development, seven broad character areas have been identified (**Figure 7**):

- Church Town;
- West Town;
- Farleigh;
- Backwell Linear Development;
- Southern Estates;
- Eastern Estates; and
- Western Estates.

In the following pages, the architectural form and character of these areas will be summarised.

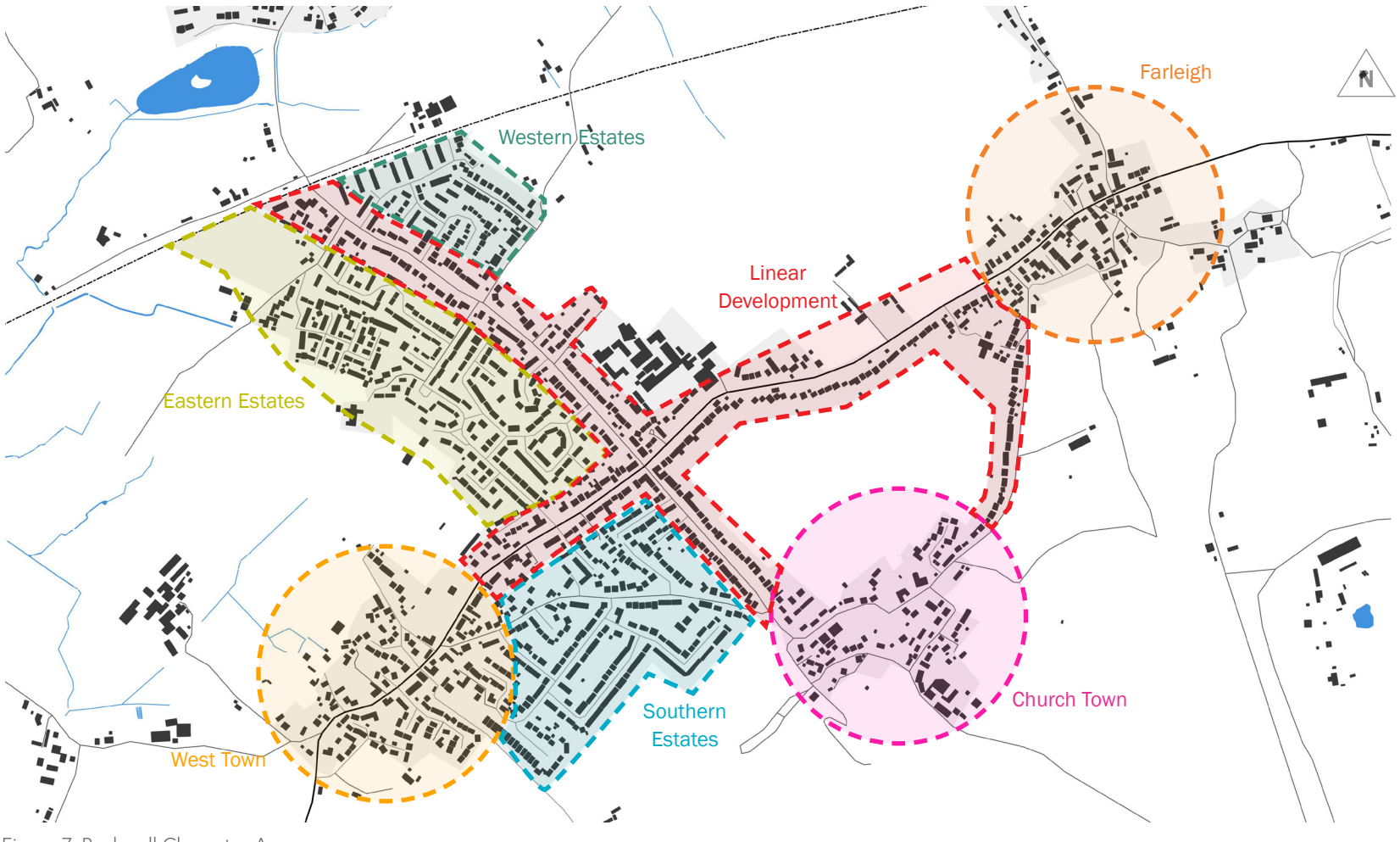


Figure 7: Backwell Character Areas

2.5 Local Character - Form and Architecture

Church Town

This character area is dominated by the settlement pattern established centuries ago, with large two-storey detached homes set on larger plots and reflected in the designation of part of this area as a Conservation Area.

The buildings in the core tend to be arranged in a more irregular fashion and often set back far from the road with larger front gardens. Exterior materials used are predominantly stone and render with numerous stone boundary walls and hedges.

Roads in this area are very narrow, often with no footway, and mostly bound by stone walls or mature hedgerows.

Outside the Church Town Conservation Area, there is a little more variety in the styles of homes, but many of these properties exhibit similar patterns with larger homes set on large plots. Newer homes and buildings in this area also use render and stone in keeping with the character of the area, and there are a few examples of more contemporary styles particularly along Cheston Combe.

KEY CONTEXTUAL REFERENCES:

- Detached housing
- Mix of house types
- Stone and render exterior materials
- Stone walls and hedge boundaries

Photos: [1] Conservation Area structures with exterior stone, [2] Thatched cottage, [3] Varied exterior materials and massing seen in larger detached buildings, [4] Stone wall and render on larger detached property, [5] St. Andrew's Church and Church Lane, enclosed by stone walls, [6] Rendered cottage on Church Town, [7-9] Newer homes at the periphery of the character area bordering Cheston Combe.

West Town

This gateway location has many similarities to Farleigh in that it is strongly influenced by the A370 roadway and the historic nature of its origins. Within the Conservation Area around the A370, roadside development is more informal, with the road edge defined by low walls and hedges. Larger two-storey detached homes set on larger plots predominate throughout, even on newer infill development outside the Conservation Area. Exterior materials used are predominantly stone and render on older buildings with little or no front garden, whilst newer development consists mostly of red or buff brick with modest front garden space.

KEY CONTEXTUAL REFERENCES:

- Larger detached housing
- Mix of house types
- Stone, render and brick materials
- Walls and hedge boundaries

Photos: [1] Exterior stone construction with architectural detailing, [2-3] Buildings set further back from the road, with stone walls, hedges and mature trees forming a strong road edge on the A370, [4-5] Newer in-fill residential development of detached homes with buff and red brick.

Farleigh

This gateway character area has a more eclectic arrangement of structures and like West Town is bisected by the busy A370 which is enclosed by stone walls, hedges and adjacent buildings. Larger two-storey detached homes set on larger plots dominate, particularly on Chapel Hill and along the A370. However, a more compact arrangement exists in places, with bungalows and small terraces with little or no front gardens, particularly along the A370 at the centre of the area and within the Conservation Area. Exterior materials used are predominantly stone and render, but with examples of brick cladding on some of the newer in-fill developments outside the Conservation Area.

KEY CONTEXTUAL REFERENCES:

- Eclectic mix of housing types
- Varied materials incorporating some brick
- Arrangement of buildings tightly frame public realm

Photos: [1] Detached dwelling on larger plot with exterior stone cladding, [2] Stone clad buildings fronting directly onto A370, [3] Varied massing and relationship to street in centre of Farleigh, [4] Variety of materials and detailing on some structures with little front garden, [5-6] Brick exteriors on newer in-fill development.

Backwell Ribbon Development

This character area encapsulates the parts of Backwell that developed along routes linking the original hamlets in the Parish. Development in these areas are of varying scale, mass and style but distinctive from the estate development that came in the mid-late 20th Century. Building lines generally follow the street, typically with generous front gardens and mature landscaping and hedges at the boundaries. Buildings are mostly two-storey detached and semi-detached, with render and brick predominating.

Along Farleigh and West Town Road (A370) the character is more heavily influenced by the roadway, with a wider cross section and less enclosure than in other parts of this character area. Mature hedges, trees and landscaping define the road edge here, although set back further than in other locations and at an elevated position, particularly along the south side of Farleigh Road. Occasional wood fences and brick/stone walls define the public realm as the road passes through the village centre, where there is also a more compact development form, including terraced buildings with detailing and two storey shops.

Station Road follows a similar pattern for adjacent development, however, the street here has a much stronger sense of enclosure with large hedges and trees adjacent to the footways. Styles of homes are more varied with occasional bungalows throughout, but homes are generally generously setback along the length of the street.

Along Church Lane in this character area, the pattern of larger homes on larger plots can also be found, but here the roadway is much narrower and more enclosed with mature hedgerows and trees defining the street edge. Homes along this street are mostly two-storey with render and red roof tiles predominant, with occasional timber cladding detail.

Along Dark Lane, stone/brick walls with small hedges are more dominant with the buildings aligned with, but generally closer to, the street. There are numerous one and 1.5 storey bungalows along this road, particularly at the southern end, that set it apart from other parts of the character area.

KEY CONTEXTUAL REFERENCES:

- Eclectic mix of housing types
- Building line follows street
- Render and brick used throughout
- Larger front gardens and hedges mark boundaries

Photos: [1] Brick terrace at Village Centre, [2-3] Two storey residences fronting on the A370 along Farleigh Road with generous front gardens and mature boundary hedges/trees, [4] Fences and brick/stone walls more commonly define the road edge on West Town Road, [5] Church Lane, [6-7] Rendered homes on Church Lane with red tile and timber detailing, [8-9] Generous front gardens and mature hedges/landscaping on Station Road, [10] Bungalows and 1.5 storey conversions along Dark Lane.

Southern Estates

This character area is dominated by more recent post-war development lending many streets more homogeneous in their character. However, there is a greater variation from street to street in this area than in other parts of Backwell that is noteworthy.

Modest two storey semi-detached homes dominate, particularly on Karen Drive, Oakleigh Close and St. Margaret's Lane. Most homes have small front gardens, often defined by low stone walls. Many have integral garages to the side and which span the space between residences creating a very uniform building line. The majority of homes in the area are render, with brick and tile detailing, many with bay windows. Detached homes and bungalows are scattered throughout this area, with the latter very concentrated on St Johns Road and the southern end of Karen Drive, and at the periphery of Backwell on Karen Lane. These homes have front garages and car ports and wide front gardens and are unique to the area.

Pockets of varied architectural styles occur in this area, for instance homes on Hillsdale Road have a similar massing and placement as the rest of the area, but a more varied exterior cladding treatment with a mix of timber, render, stone and buff brick.

In contrast, Church Lane has a more varied architectural style and a much narrower street profile than the rest of the area, reflecting its earlier development. Stone walls and hedge boundaries are more dominant along this street.

KEY CONTEXTUAL REFERENCES:

- Semi-detached housing
- Use of bungalows at edges of community
- Low walls and hedge boundaries
- Small front gardens

Photos: [1-2] Semi-detached rendered homes with architectural detailing on Karen Drive, [3-4] Detached and semi-detached homes on Oakleigh Close, [5-6] Rendered bungalows on Oakleigh Close and St. Johns Road, [7] Bungalows on Karen Close, [8-9] Render, brick and wood cladding on semi-detached homes on Hillsdale Road, [10, 11, 12] Older homes and more varied building placement along Church Lane.

Eastern Estates

This character area is dominated by terraced and semi-detached development built in the post-war era. Buildings are mostly oriented to the street, but in places homes are also onto grassy pedestrian areas with parking and vehicle access to the rear (particularly around Waverley Road). Semi-detached homes with garages or carports dominate the rest of this area, with occasional detached homes and bungalows scattered throughout.

Exterior materials are predominantly buff, brown or red brick, with occasional examples of stone or render in limited locations. Roof tiles are generally brown or grey tile.

Front gardens in the area are generally small and grassed, with very few examples of any boundary treatments giving the streets an open feel.

KEY CONTEXTUAL REFERENCES:

- Terrace and semi-detached housing
- Arranged around pedestrian green spaces
- Predominant brick cladding

Photos: [1-3] Terrace and semi-detached residential development with modest front garden space on Waverley Road, [3] Homes arranged onto pedestrian green space, [4] Newer brick courtyard development, [5-7] grassy front and side garden spaces with no boundary treatments, homes with attached garages and carports, [8] small clusters of more traditional two storey semi-detached homes and hedges near Station Road.

Western Estates

This character area is dominated by more recent post-war development lending many streets a more homogeneous character. This area also includes several much newer housing developments.

In the older residential areas in this area, modest two storey semi-detached homes dominate throughout. However, some streets have concentrations of 1.5 storey semis and bungalows.

Exterior material choices here vary more than in other character areas, with a more even mix of render, timber cladding and brickwork exteriors, with red and brown/grey tile roofing.

Many homes in this area have attached garages or carports, with modest front gardens. Boundaries are predominantly low walls or fences, or low hedges and define standard street widths throughout the area.

In several places throughout this area, small green spaces and focal points have been created to break up the building lines and offer small opportunities for landscaping. Buildings in these areas are arranged to front on the space providing an attractive and overlooked public realm.

Newer development near the station end of the character area incorporates a variety of brick and stone house types, as well as a variety of alternative paving materials in the public realm. Homes include small terraces, and modest semi-detached and detached residences, with smaller front gardens and landscaped or hedge boundaries. New housing is also currently under construction at Coppice Place offering 2, 3, 4 and 5 bedroom homes in a mix of render and stone.

KEY CONTEXTUAL REFERENCES:

- Mix of house types
- Well overlooked public realm green spaces
- Considered use of alternative paving materials

Photos: [1-4] Semi-detached homes with garages in a mix of exterior materials, [4-5] Small public realm green spaces break up the building lines, [6-8] Newer detached, terrace and courtyard residential development using buff and red brick, [9-10] 21st Century residential homes with low hedges, showing architectural details, [11] New residential development at Coppice Place.

2.6 Landscape and Visual Assessment

A Landscape and Visual Assessment has been conducted for the site, which should be consulted for specific information and methodology. A summary of the findings are presented below.

The northern and eastern boundaries are primarily defined by fencing and areas of scrubby vegetation. A fragmented hedgerow forms the southern boundary whilst a more continuous belt of hedgerow and trees defines the western boundary. The two fields adjoining the site to the south and west are locally designated as a 'Local Green Space' in the Local Plan. The field to the south is located on higher ground, which ascends towards existing development and the Church of St Andrew and Conservation Area. This area is noticeably more open in character with longer distance views possible across the wider landscape to the north of the village.

The wider landscape to the north is characterised by areas of low-lying farmland, which comprises a pattern of small-medium sized fields bound by hedgerows and occasional trees. The railway line bisects the landscape and defines the northern extents of the village. Small wooded areas, copse and tree belts are scattered across the landscape, typically around pools and along stream and river corridors. More substantial areas of woodland wrap around the quarries and upper slopes of the valley to the south of Backwell.

At a national level, the site lies within National Character Area 118 'Bristol, Avon Valley and Ridges'. The proposed development is located on a green field site which is not covered by any local or national landscape designations such as Area of Outstanding Natural Beauty (AONB) or National Park. Development of the site is relatively modest in scale and nature and would result in no discernible effects on landscape character at a national scale

At a District level, the North Somerset Landscape Character Assessment (2018) locates the site entirely within the 'Rolling Valley Farmland' Landscape Type and 'Land Yeo and Kenn Rolling Valley Farmland' (J5) Landscape Character Area.

In the context of Backwell, the proposed development would result in a modest expansion of the settlement in an area of landscape which adjoins existing residential development along

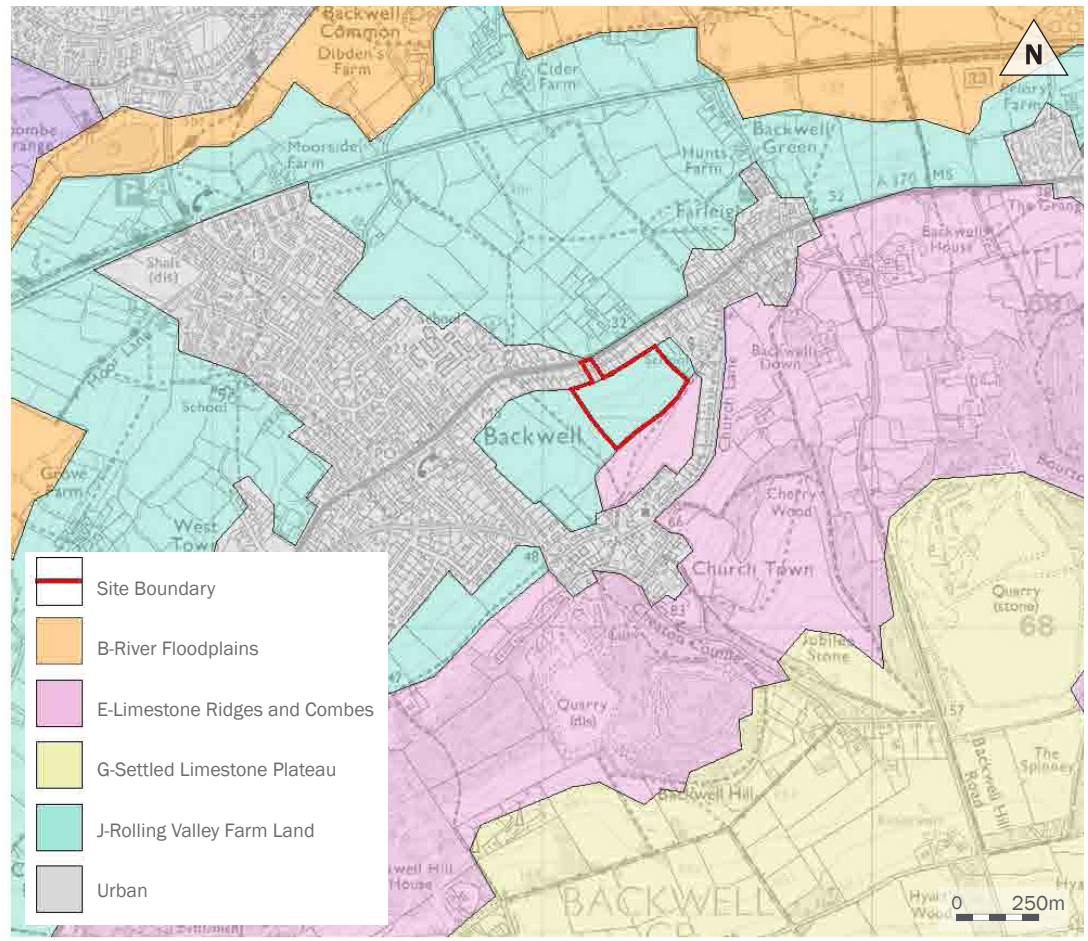


Figure 8: Landscape Character Areas

the A370 - a highway which is described as having a 'dominant presence'' by the North Somerset Landscape Character Area Assessment (2018). Whilst the proposals would result in the loss of some open farmland within the village, this would be a very small area in the context of the character area as a whole. The site is located within an existing settlement and would not intrinsically alter the pattern of development in the wider landscape, which is described as being ''mainly on the higher ground at the base of the ridges'.

New housing would be located below the 50m contour, which represents the transitional boundary between the J5 and E6 landscape character areas, and well-contained by rising topography and existing built development and vegetation along the A370 and site boundaries. A broad swathe of public open space and new tree, scrub and hedgerow planting is proposed along the southern boundary. New planting would create a soft, positive settlement edge and further restrict the spread of landscape effects beyond the site and its immediate vicinity. In the wider landscape to the north and south, new housing would be perceived as a noticeable but small change that would be seen in the context of the existing settlement.

The GI proposals would contribute to the landscape guidelines for the landscape character area: existing hedgerows and trees would be retained and supplemented with new native planting; vegetation would be incorporated within a comprehensive site-wide landscape management plan; and an informal orchard would be created in areas of open space to the south. It is considered that this approach would ensure that the development is well-integrated with the surrounding landscape and result in some localised beneficial effects.

Overall, it is considered that the proposed development is likely to result in no greater than a minor adverse landscape effect upon the 'Land Yeo and Kenn Rolling Valley Farmland' landscape character area at completion. This would decrease to a negligible-minor adverse landscape effect in the medium term as proposed planting matures to further soften built form and integrate new development within its landscape setting.

The site and its immediate context are considered to have a medium susceptibility to change being an area of agricultural land within the existing village influenced by the surrounding built development. An analysis of landscape value has determined that the site and its immediate context has a medium landscape value overall.

The most noticeable landscape effects would occur within the site itself where built development is proposed and would replace the existing farmland. The North Somerset Landscape Sensitivity Assessment (2018) has assessed the wider overall landscape area in which the site is located as being of 'high sensitivity'. The study notes that this is primarily due to the sense of separation from urban development to the north and west of the town. The study also notes that the fields form the setting to the Church of St Andrew and Conservation Area and that views are possible from these fields to the north-east of the village. It is important to note that the assessment was prepared at a strategic level and that 'where land has been categorised as being of high sensitivity to housing development, there will inevitably be variations in the level of landscape impacts...which could be determined by further, more detailed survey at the site or field level'.

The landscape analysis has demonstrated that the site itself is located adjacent to and influenced by areas of existing development along Farleigh Road. Whilst it is acknowledged that areas of higher ground to the south are of higher sensitivity to built development, land to the north is well-contained by the rising landform, built development and vegetation along the site boundaries. It is considered that the site is therefore less susceptible to the type of change proposed than areas of higher ground to the south and land to the west, which are more visually prominent and facilitate views towards the Church of St Andrew and across the landscape to the north.

Overall, at completion, there would be a moderate adverse landscape effect upon the site and its immediate context. Once planting within areas of open space has had the opportunity to establish, this would reduce to a minor-moderate adverse landscape effect.

The visual analysis supported by a range of photomontages has shown that the visual effects of the scheme would be limited. The main effects would be for private residential views from properties backing onto the site along Farleigh Road, and from some more distant views for residents along Church Lane.

Views would also be possible from sections of footpath through the Local Green space, but these would be limited and softened by the boundary planting. Much of the development would be screened by topography or the effects of existing dwellings in any wider views from the surrounding landscape.

Overall, the scheme would represent a logical housing development, with minimal effects on the local landscape and opportunities for new accessible green space and landscape enhancement.

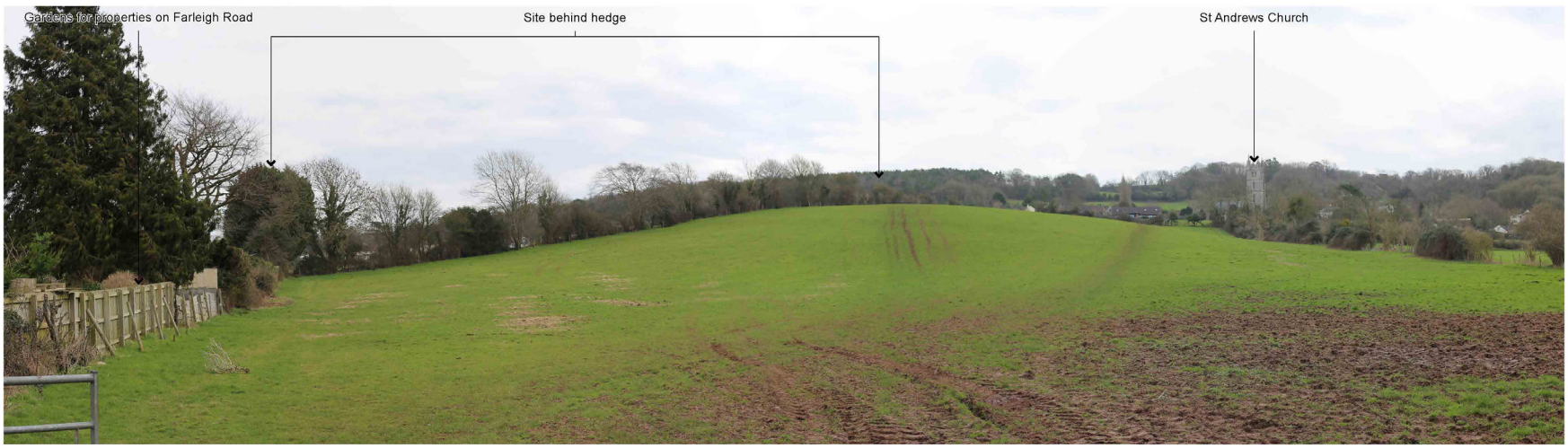


Figure 9: View south from footpath LA2/6/10

2.7 Ecology

An Ecological Impact Assessment has been conducted for the site and adjacent land owned by the applicant (surveyed site) and should be referred to for specific information, however, the main findings are summarised here.

Statutory Designated Sites

There are no designated sites within or adjacent to the site.

One statutory designated sites for nature conservation was identified within the study area, the North Somerset and Mendip Bats Special Area of Conservation (SAC), which is located 2.4km from the site and is designated for the populations of breeding and hibernating greater horseshoe and lesser horseshoe bats that it supports.

During bat surveys carried out within the survey area, moderate (greater horseshoe) and low (lesser horseshoe) levels of activity were recorded and both species were confirmed as using the habitats within the site for foraging and commuting. The development has the potential to result in adverse impacts on horseshoe bats through the loss of foraging habitat on site and potentially the fragmentation of commuting routes in the absence of robust mitigation.

To reducing the potential for impacts on horseshoe bats, the development includes habitat creation and enhancement within the ownership boundary, including:

- A 10m wide 'ecology buffer' with new native hedgerow and tree planting designed to create double parallel hedgerows surrounding the built area with the aim of creating dark corridors along the perimeter hedgerows and treelines. Access to the ecological buffer will be discouraged through the creation of scrub patches within the grassland;
- Existing defunct hedgerows will be reinforced with native tree planting to enhance linear vegetated features for bat commuting and foraging. A large retained area to the south of the built area will be sensitively managed for the creation of semi-improved, tussocky grassland to increase the suitability for invertebrate prey species;
- Other new habitat features include open water/wetland attenuation areas with surrounding tussocky grassland and treelines; and
- An area of arable land (0.8 ha) within the wider ownership boundary in size will be secured and managed specifically to increase its suitability for foraging horseshoe bats. The land will be seeded with a grass and wildflower mix of local provenance and will be managed to promote a tussocky, species rich sward.

Provided the proposed measures are implemented, the proposals will not have a negative impact on the foraging of bat species associated with this component of the SAC.

Habitats

The site comprises an improved pasture which contains a species-poor improved sward with a low proportion of flowering herbs, a habitat that is also found on the two adjacent fields. These three fields have been grazed by cattle on a rotational basis and the southern field was heavily poached in places at the time of the survey. The westernmost field was used for arable agriculture and had recently been ploughed in preparation for planting crops. A narrow (<1m) field margin

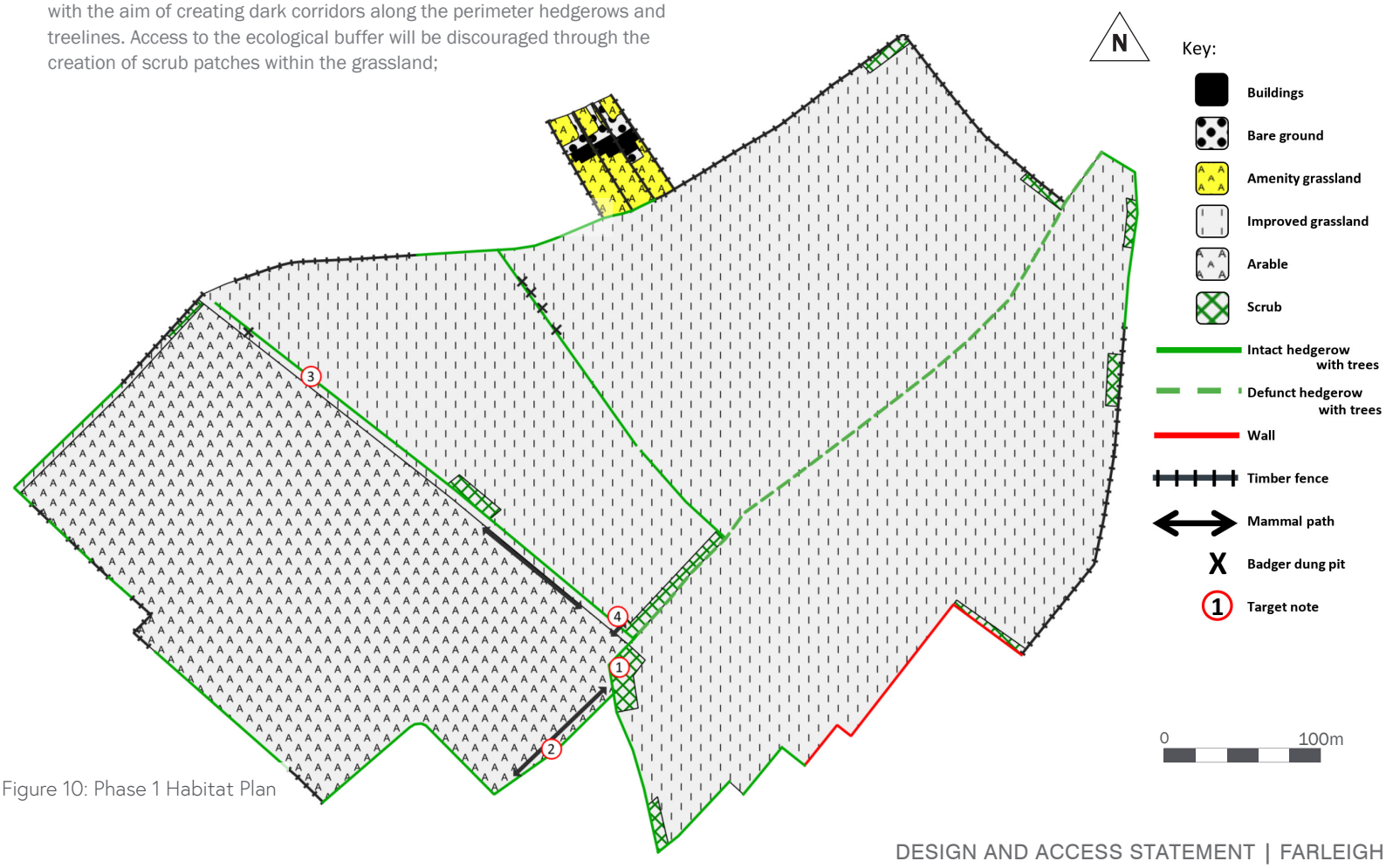


Figure 10: Phase 1 Habitat Plan

had been left around the perimeter of the cultivated area which supported grass, broadleaved herb and scrub species. A Phase 1 Habitat Plan showing the habitats within the site and adjacent applicant owned land is shown in **Figure 10**.

The internal hedgerows were largely found to be species-poor, gappy and not considered Important under the Hedgerow Regulations 1997 with the exception of the western hedgerow of the site which was species-rich, intact and considered Important. The perimeter field boundaries largely comprised timber fences, walls and regularly managed garden hedgerows which were of negligible importance. Hedgerows have high intrinsic conservation value and are likely to provide valuable navigational and foraging features for bats and support a range of nesting and foraging bird species. In addition, field boundaries and linear features are listed as Priority Habitats within the North Somerset and are capable of being a material consideration during the planning process.

All hedgerows are to be retained and protected as part of the proposals and no sections require removal. To protect the retained hedgerows and hedgerow trees during the construction process tree protection fencing will be installed. Operational impacts will be limited through the inclusion of 10m ecology buffers, to be maintained as wildlife grassland, outside private ownership and fencing which will protect boundary features. Additional hedgerow planting is proposed along the inside of the ecology buffers to create double parallel hedgerows which will clearly define the green corridors and help protect the existing hedgerows from increased artificial light spill. The hedgerows within the application site will remain unmanaged to ensure they remain bushy and provide foraging and nesting opportunities for a range of species, and the defunct hedgerow along the southern boundary will be reinforced with infill native planting with locally appropriate species.

Badgers

Numerous mammal paths likely to have been used by badgers, foxes and rabbit were located around the edges of the fields surveyed. Badger activity was noted within and directly adjacent to the site, and a main badger sett, outlier sett and annex sett located within the surveyed area. The grazed pasture grassland and hedgerows provide good foraging opportunities, with the hedgerows and tress providing fruit and the pasture grassland providing earthworms and other invertebrate prey.

All setts recorded within the survey area are located more than 100m from the application site and will not be directly impacted by the proposals. 3.5.5 The fragmentation of suitable badger foraging areas and commuting routes will be minimised through the preservation of unlit ecology buffers around the perimeter of the residential area.

The landscaping proposals include extensive planting of native hedgerows, planting of an orchard and creation of tussocky grassland which will enhance foraging opportunities for badger. Hedgerow planting should include a proportion of fruit bearing species such as crab apple and elder to enhance the foraging opportunities for badgers and mitigate for the loss of foraging habitat resulting from the proposed development.

Within the development area, provision should be made for the incorporation of traffic-calming measures in order to reduce the likelihood of badger road mortality.

Reptiles

A population of slow worms have been recorded within the field margins of the site and fields surveyed, including the grazed north-east field (proposed for residential development) and the arable field (proposed attenuation area). The heavily grazed improved grassland and cultivated area of the arable field was unsuitable for this species and the population of slow worms are likely to be confined to the field boundaries, immediate margins and adjacent gardens.

A Risk Avoidance Method Statement (RAMS) will be prepared and implemented during construction to avoid impacts upon reptiles. The 10m ecology buffer is provided to protect the population of slow worms during construction within the field margins. The proposed landscape planting and habitat creation, including the creation of a large area of semi-improved, tussocky grassland will significantly increase the value of the site for reptiles.

Bats

The site is used by a wide range of bat species including rare and vulnerable horseshoe bats associated with the North Somerset and Mendip Bat SAC which have been recorded foraging throughout the site. The fields are of value to foraging horseshoe bats and the hedgerows are likely to be used by commuting and foraging bats. No bats have been recorded roosting within the buildings on the surveyed site and the majority of trees offer limited potential to support roosting bats.

No bat roosts were identified during the building inspections, subsequent emergence surveys or during the bat activity surveys and as such, no mitigation is required. To ensure the development does not reduce connectivity for bats locally the scheme has been designed to retain and enhance all of the boundary hedgerows. Those which contain gaps will receive infill planting as described earlier. The implementation of hedgerow restoration measures, the creation of buffers and substantial foraging areas along with strict lighting controls (detailed earlier in this section) will ensure that commuting function for bats is preserved

Birds

Most of the bird assemblage found at the site are considered to be typical of arable and pasture farmland with a network of hedgerows on urban fringe. The hedgerow network is the key habitat of value to birds and the retention of hedgerows and their trees is seen as essential to ensure the site can continue to support the existing bird assemblage. With appropriate mitigation, and the retention of hedgerows/trees within the design, the overall impact on birds is considered minor. Mitigation measures could include:

- Any woody vegetation which requires removal should be removed outside of the nesting bird season or be proceeded by a check for nesting birds;
- The ecology buffer should be managed to create a tussocky grassland and scrub mosaic with the aim of providing shelter for birds from potential disturbance from residents and dogs and predation from cats;
- The management of the grassland will enhance the site for foraging birds. The SUDS proposed may also attract waterfowl particularly moor hen as the wetland habitat they contain matures.
- New nesting opportunities for birds can be incorporated into the new development, including swift boxes installed on the new dwellings or boxes affixed to retained trees around the site edges; and
- Where biodiverse grassland is to be developed, log piles from large, mature trees should be allowed to decay in situ providing excellent habitat for invertebrates, which in turn provide a food resource for bird species.

2.8 Arboriculture

The site is not located within a Conservation Area and none of the trees on the site are protected by Tree Preservation Order (TPO), and the site and the adjacent land has not been designated as Ancient Woodland. An arboricultural survey was conducted in February 2021 and included the four fields within the applicant's control, and can be summarised as follows [also see **Figure 11**]:

- All the trees on the site itself are located within the hedges that divide and border the fields; there are also various significant off-site trees located in the gardens of the adjacent properties;

- The most significant tree on the survey site is the veteran ash, T15, although it is likely to succumb to Ash Die Back Disease in the future it has value and significance as a diverse and essential ecological habitat and as an arboricultural feature. The other A category is T38, the black pine in the front garden of No. 54 Farley Road. As an essential element of the Farleigh Road street scene, any future access to the site will need to be designed so as not to have an impact on the tree;

- The internal hedgerows are all unmanaged and of variable quality, however, H34 is a better-quality section of hedge and has been recorded as a significant B category feature. Hedges H16, H27 and H33 are more sporadic hedges of lower quality and are C category. These hedges will require significant remedial works and new planting if they are to be retained. The more significant B category trees within the internal hedgerows are G32 and T28;

- The southern boundary consists of a large outgrown hedge, G12, composed of elm, hawthorn and elder. Many of the elms are affected by Dutch elm disease, as they are dead or dying and these will need to be removed. T13, T14 & T31 (ash, field maple and ash) respectively are the larger B category trees within the hedgerow; and

- There are a number of significant off-site trees in private gardens adjacent to the site that may present a potential constraint to any adjacent development proposals. The most noteworthy of these off-site trees are T6 and T7 on the western boundary, T30 on the southern boundary and T2, T4, T5, T19, G21, T22 and T23 on the northern boundary. The site also includes two of the properties on Farleigh Road - Nos. 54 and 56, that will be used to form any new main entrance in to the site which includes several Category B Trees and the A category black pine, T38.

The design should seek to incorporate the higher quality trees and hedgerows into the design, particularly by ensuring development remains outside of the root protection areas of the veteran, Category A and Category B trees. In addition, the design may need to consider daylight issues from retained trees and provide appropriate amenity separation.

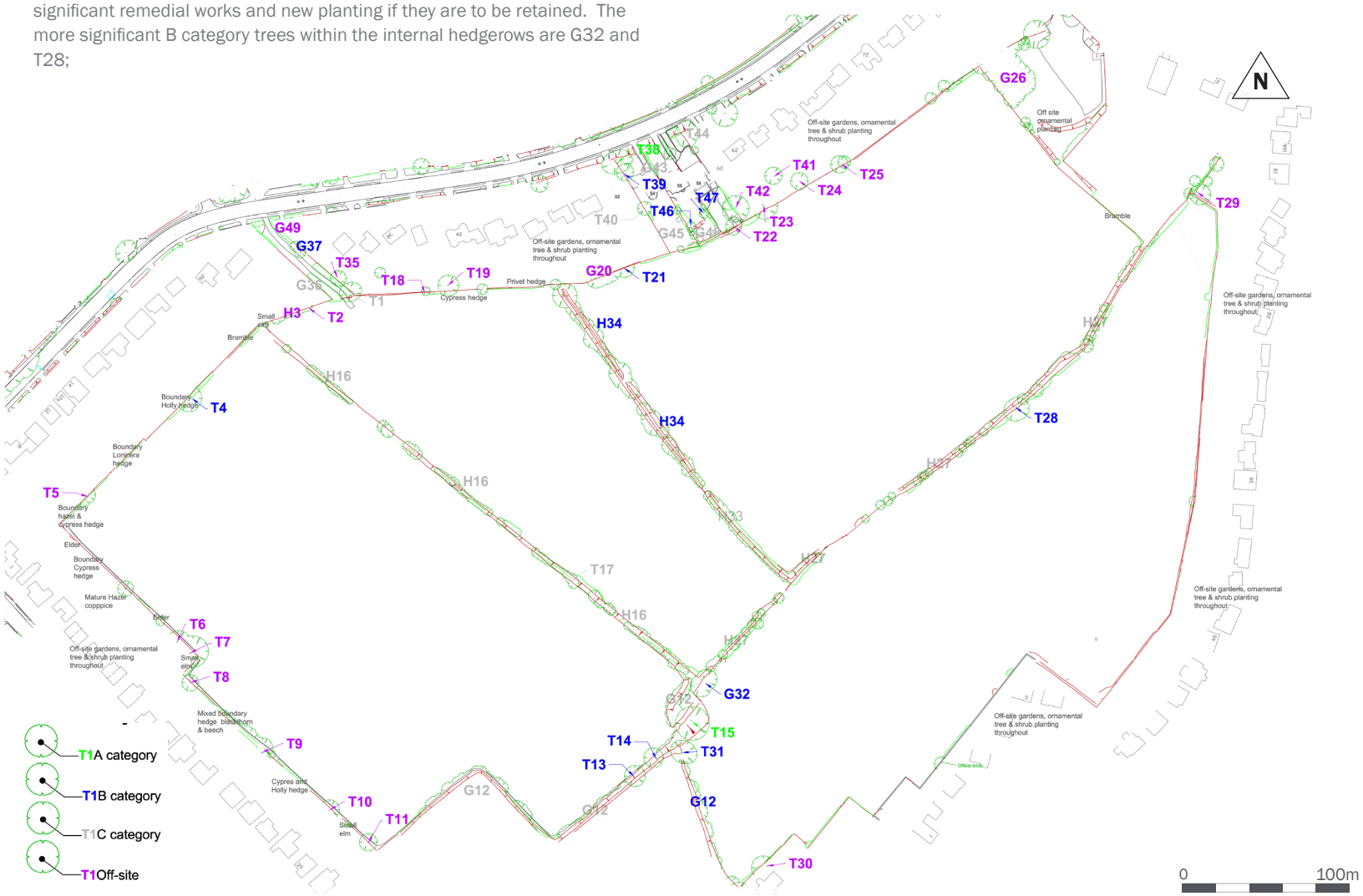


Figure 11: Tree Survey (D35 22 P3)

2.9 Heritage

An Archaeological and Heritage Assessment (AHA) has been conducted for the site and should be referred to for specific information, however, the main findings are summarised here.

Heritage Assets

There are no known designated heritage assets within the boundary of the site, but assets within 1km of the site include the following [see **Figure 12**]:

- Scheduled Monument within 1km of the site is a churchyard cross situated within the churchyard of St Andrew's Church in Church Town, c. 240m to the south of the site;
- Three conservation areas: Backwell Church Town Conservation Area (c. 160m to the south), Backwell West Town Conservation Area (c. 930m to the south-west) and Backwell Farleigh Conservation Area (c. 270m to the north-east); and
- 29 listed buildings, of which one is listed at Grade I, one at Grade II* and 27 at Grade II.

The AHA notes that the site forms a part of the setting of two designated heritage assets, the Backwell Church Town Conservation Area and the Grade I listed building Church of St Andrew located within it.

From the site an incidental view of the church tower is possible, as it is from many locations in the local area and as such makes no contribution to the church's significance or to the character and appearance of the conservation area. In all other respects, the land at the site makes no contribution to the significance of either of these heritage assets.

Archaeology

A geophysical survey identified several anomalies thought likely to be archaeological features comprising ditches and possibly pits, with a moderate potential that these date from the Prehistoric and Roman periods. The site likely contains remains related to agricultural activity during the medieval, post-medieval and modern periods such as buried infilled furrows, drainage ditches and former boundary ditches. There is no indication that the parts of the site that were surveyed contain archaeological remains of high significance. Archaeological remains found during future construction could be recorded and thus their presence would not constrain the site's development.

On the site's southern boundary, the HER records a stone slab (MNS 3797) as possibly Neolithic or possibly associated with a recent agricultural building. During the site walkover a large, elongated stone was seen in this location that is currently embedded into the field boundary. As a possible archaeological feature, the stone represents a heritage asset of low significance.

The AHA concludes that the assessment has not identified any reason why the development as proposed would conflict with historic environment legislation or planning policy.

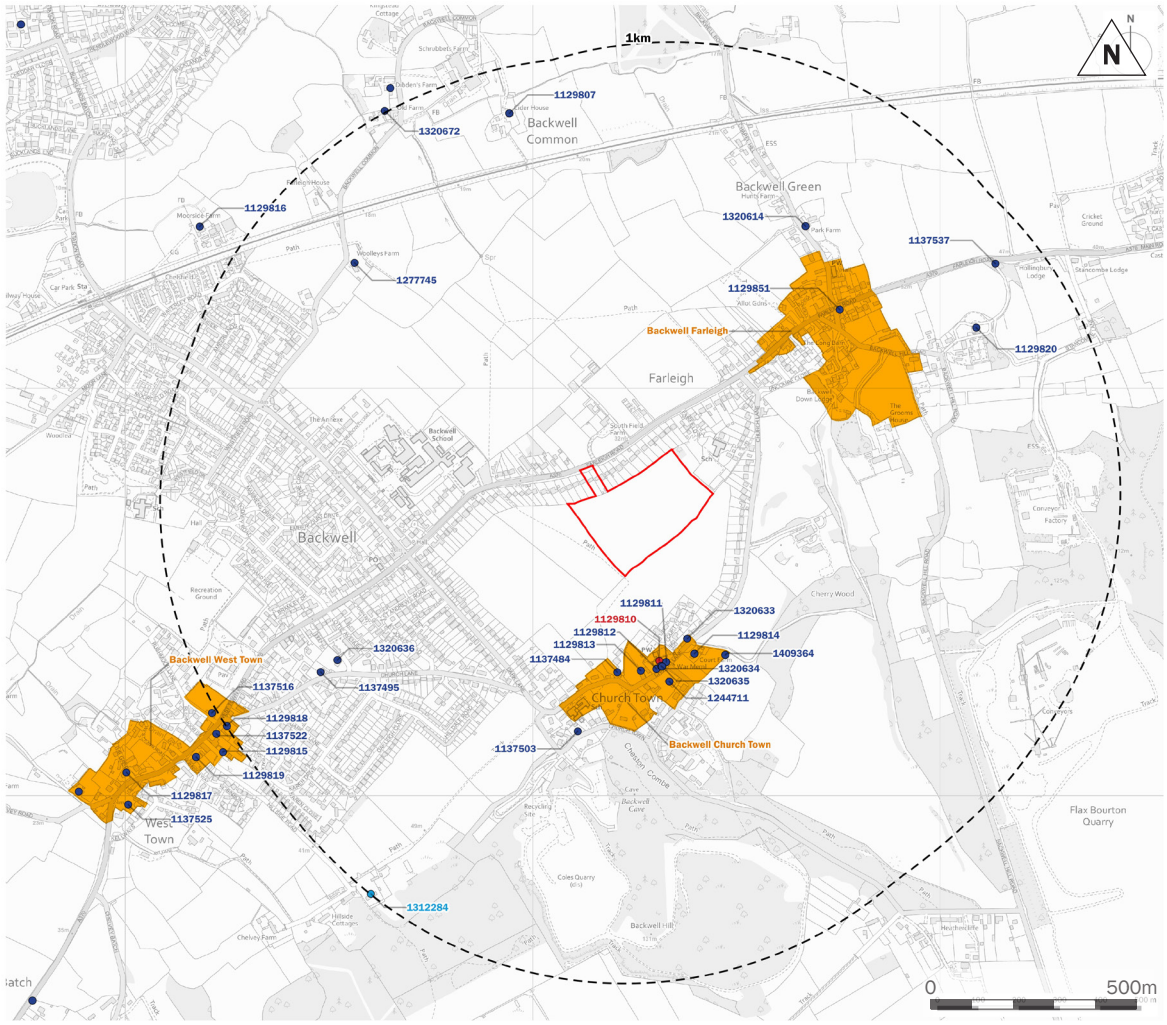


Figure 12: Designated Heritage Assets

- Site Boundary
- 1km Detailed Study Area
- Grade I Listed Building
- Grade II Listed Building
- Grade II* Listed Building
- Conservation Area

Stone slab (MNS3797)

2.10 Transport

A Transportation Assessment (TA) has been completed by PFA Consulting for the development which provides an analysis of the existing transport network, the potential impact of the proposed development and appropriate mitigation measures. The TA should be consulted for specific information, but it's conclusions are summarised below.

The TA demonstrated that the site is well located to existing local facilities, can connect to the surrounding network of pedestrian and cycle routes, and to bus stops from which regular bus services to/from Bristol/Weston-super-Mare can be made. This will ensure future residents would have opportunities to travel by sustainable modes of travel.

To assess the traffic impact of the proposed development, detailed capacity analysis has been undertaken of the proposed site access onto Farleigh Road and Backwell Crossroads during the weekday AM and PM peak periods when the demand for travel is greatest.

The proposed development would give rise to an increase in travel demand by all main modes of transport. To accommodate this additional demand a range of measures has been identified as follows:

- The internal site layout and site access arrangements would be designed in a manner which facilitates walking and cycling, providing direct pedestrian and cycle links to existing routes to allow good access for sustainable modes of transport;
- Highway works off-site are proposed to provide a number of cyclist/ pedestrian crossings across Farleigh Road;
- Financial contributions towards enhancements to existing pedestrian and cycle infrastructure and towards improvements to bus infrastructure would be made to encourage people to travel by these sustainable modes of transport;
- Extend the 30mph speed limit on Farleigh Road to the east beyond the primary access; and
- Implementation of a Travel Plan aimed at encouraging walking, cycling and travel by public transport and reduce the total number of motor vehicles accessing a site.

These measures would improve conditions for both existing and future users of the highway particularly for pedestrians, cyclists and residents with frontage access onto Farleigh Road.

Construction impacts would be managed through a construction management plan or similar document, the measures of which would be intended to protect the environment, amenity and safety of local residents, businesses, the general public and the surroundings in the vicinity of the proposed development.

It is considered that with the implementation of the above measures the additional travel demand from the proposed development would be accommodated on the local transport network.

2.11 Utilities

A Capacity Analysis has been conducted for the development, the conclusions of which are summarised below:

- Electrical Infrastructure: The report utilised Western Power Distributions (WPD) public online information to gain a high-level insight into the current capacity status of the primary network supplying the local electricity distribution network. This revealed that the site is within one of WPD's "Active Network Management Zones" and as such the capacity of the local network is currently subject to monitoring, although there is currently a demand headroom at the primary substation. The report concludes that WPD could facilitate the 244kVA load through the existing distribution network, however, by taking into account loads from street lighting, street furniture or any renewable technologies, it is assumed that either a local substation upgrade or dedicated substation installation for the site will be necessary;
- Gas Infrastructure: Wales and West Utilities have confirmed that there is sufficient capacity available from the 63mm Polyethylene (PE) Medium Pressure (MP) main located just outside of the site boundary on the southern side of Farleigh Road;
- Water Infrastructure: Bristol Water have confirmed that capacity will be available to supply the proposed development, and that the point of connection for the proposed development site's incoming potable water services is to the existing 4" Cast Iron potable water distribution main within Farleigh Road, to the north of the proposed development site; and
- Sewer Infrastructure; Wessex Water have advised a point of connection for foul water discharge to their 225mm foul sewer in Farleigh Road to the north of the proposed development. This is subject to planning consent which will dictate final numbers as well as a connection application which will agree the finalised connection point. Wessex Water also advise that a 150mm foul sewer main crosses the wider site by gravitating south-east through to the north-eastern boundary. This main is subject to an offset zone of 3m either side, as well as restricting any tree planting to at least 6m away from either side of the main, however, this main is located off site and does not affect the development site.

2.12 Flood Risk and Drainage

A Flood Risk Assessment had been completed for the site and is summarised below. For details, please refer to the Flood Risk Assessment submitted with the Outline Planning Application.

The development site is located within a Flood Zone 1 (Low annual probability of fluvial and tidal flooding; i.e. land assessed as having less than a 0.1% annual probability of occurrence or 1000 return period). The primary source of flooding to the site is from overland flow and surface water runoff which will be managed by proposed levels and a drainage system to collect and safely route flows.

The main source of potential flooding from the new development is currently from overland flow and surface water drainage. The underlying geology means that infiltration techniques are unlikely to be viable at this location and, therefore, an attenuation system will be employed. The proposed development site will not increase offsite discharges from the proposed increase in impermeable surfacing. Rainwater falling onto the site will be managed by sustainable drainage techniques.

Figure 13: Extract from Environmental Agency's Fluvial Risk Map

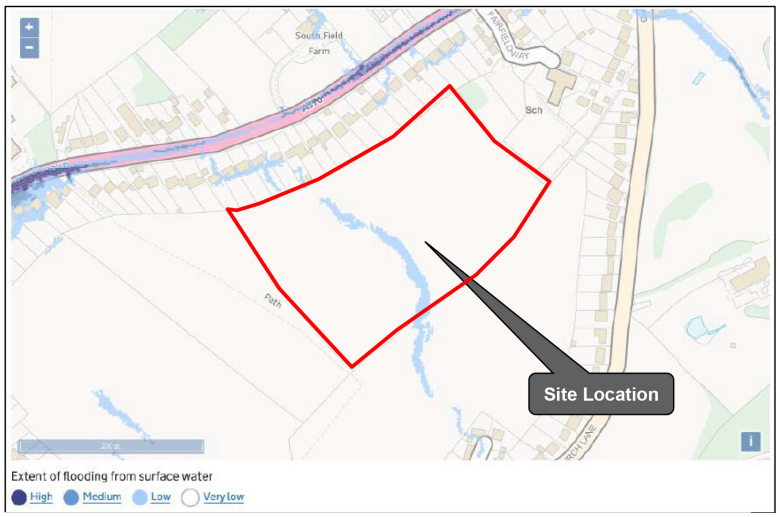


Figure 14: Extract from Environmental Agency's Surface Water Risk Map

It is proposed to service the site with a positive drainage system employing SuDS techniques which will tie into the existing drainage regime. The proposed system will have capacity for 100 year return period events plus climate change. Flood escape routes through and from the site will be maintained or matched to ensure that new development on-site is not at risk and risk to downstream land/property is not increased. Excess surface water produced by the site will be managed by attenuation and over land routing for exceedance events with overflows to the land drainage systems (where infiltration does not function or has limited capacity). This is consistent with the sustainability objectives set out in planning policy. The site's discharge will not increase runoff from the site.

2.13 Ground Investigation

A Preliminary Land Contamination and Geotechnical Risk Assessment has been conducted for the site and can be summarised as follows:

Geotechnical Risks

- Geological mapping and boreholes indicate the site to be underlain by the Mercia Mudstone Group;
- The Mercia Mudstone Group's low permeability mitigates the risk of any downward migration to the underlying Carboniferous Limestone Principal Aquifer and therefore groundwater would be of low sensitivity to any potential sources of contamination that may be present on site;
- No surface water lies within 500m of the site;
- Cherrywood ancient replanted woodland is located 168m to the south-east, there are two additional ancient woodlands within 1km of the site located 900m to the east and 959m to the south-west. There are no other sensitive land uses or designated areas within 1km of the site;
- The site has remained undeveloped agricultural land since the 1890s with the exception of the residential properties constructed off Farleigh Road which were developed in the 1960s;
- The surrounding land use was typically undeveloped farmland becoming a mixture of agricultural land and residential properties. Historic surface quarrying occurred approximately 400m to the south of the site, with a currently worked quarry 250m to the south;
- The nearest landfill is located 537m to the south and is listed as Backwell Quarry; the waste type recorded as Inert and Household. The landfill surrendered its waste licence in 1991. On the basis of the underlying geology and the distance from the site, the landfill is not considered likely to present a risk to the site from gas or leachate migration;
- There are no current or former fuel stations located within 500m of the site; and
- Shrinking or Swelling Clay risk at the site is "negligible", however, the near surface soils are anticipated to be clays derived from weathering of the mudstone bedrock and therefore are likely to be shrinkable.

Based on the anticipated ground conditions, conventional spread foundations should be suitable for the proposed development. The near surface soils are anticipated to be shrinkable and foundations are therefore likely to require deepening in the vicinity of existing, felled or proposed trees. A suspended ground floor slab may also be required. Given the anticipated ground conditions of clay, soakaway drainage is unlikely to be suitable.

Land Contamination

The site consists of undeveloped land used for agriculture with the exception of two residential properties off Farleigh Road in the north. No sources of on or off site contamination have been identified. It is therefore considered that the risk of significant contamination at site is low.

Ground Gas

No sources of ground gas on or in the vicinity of the site. It is considered that no gas protection measures will be required to be incorporated into the future development. Basic radon protective measures are necessary in the construction of new developments or extensions.

2.14 Constraints and Opportunities

The following points summarise the analysis of the design influences at, and surrounding the site. Key elements of this analysis are illustrated graphically on the plan opposite and described as a series of constraints and opportunities below:

Access and Connectivity

- Access for all modes of transport to be via a new access from the A370/Farleigh Road;
- Provide access through the site via a looped primary road;
- Create pedestrian connections to link with the existing PRoWs that surround the site and provide convenient access to nearby facilities, schools, the village centre and the existing PRoW network; and
- Create informal pedestrian routes through the open space and community orchards.

Heritage

- Embrace views to St. Andrew's Church to aid wayfinding and provide connection to the existing setting; and
- Seek to incorporate elongated stone into design to help define a sense of place.

Landscape and Visual Context

- Retain/enhance existing hedgerows, and reinforce hedges with gap planting, at the site boundaries and crossing the site in order to soften views of the development;
- Plant new hedges and evergreen shrubs to buffer the rear boundaries of homes fronting on Farleigh Road;
- Provide buffers of linear green space to hedgerows to allow for their enhancement and protection and provide ecological corridor;
- Respect the privacy and amenity of existing development on the northern edges of the site;
- Retain view corridors through the site and toward the Church of St. Andrews by limiting the amount of built form;
- Minimise visual impact from the Church Town Conservation Area with appropriate landscaping, public open space and buffering; and
- Utilise the best characteristics of the areas landscape to create a development of local character that integrates with its context.

Ecology

- Retain and enhance existing hedgerows as ecology corridors that create a connected network for wildlife habitat and movement;
- Retain ecological corridor at site periphery for wildlife and bat commuting; and
- Improve habitats and provide additional habitat throughout the open space and attenuation areas for amphibians, bats and birds.

Socio-economic

- Create an opportunity to offer a wide range of housing types and sizes to help meet local needs.

Drainage

- Use appropriate surface water attenuation measures and SuDS to create a naturalistic environment; and
- Locate swales to convey water to ponds and provide habitat for wildlife.

Key for **Figure 15**

- Site Boundary
- Ownership Boundary
- Green Belt
- Ancient Woodland
- 10m Ecological Buffer
- Local Green Space
- Conservation Area
- Grade I Listed Building
- Grade II Listed Building
- Existing Tree and Hedgerow
- Category B Tree/Tree Group
- Category A Tree/Tree Group
- Root Protection Area
- Public Right of Way
- 20m Contours
- Slope Direction
- Sensitive Edge
- Proposed Access
- Potential Pedestrian Connections
- Area Suitable for SuDS Drainage
- Bus Stop
- Community Building
- School
- Shops
- Sports Facility/Leisure Centre
- Views to Church Tower and Conservation Area
- Distant Views

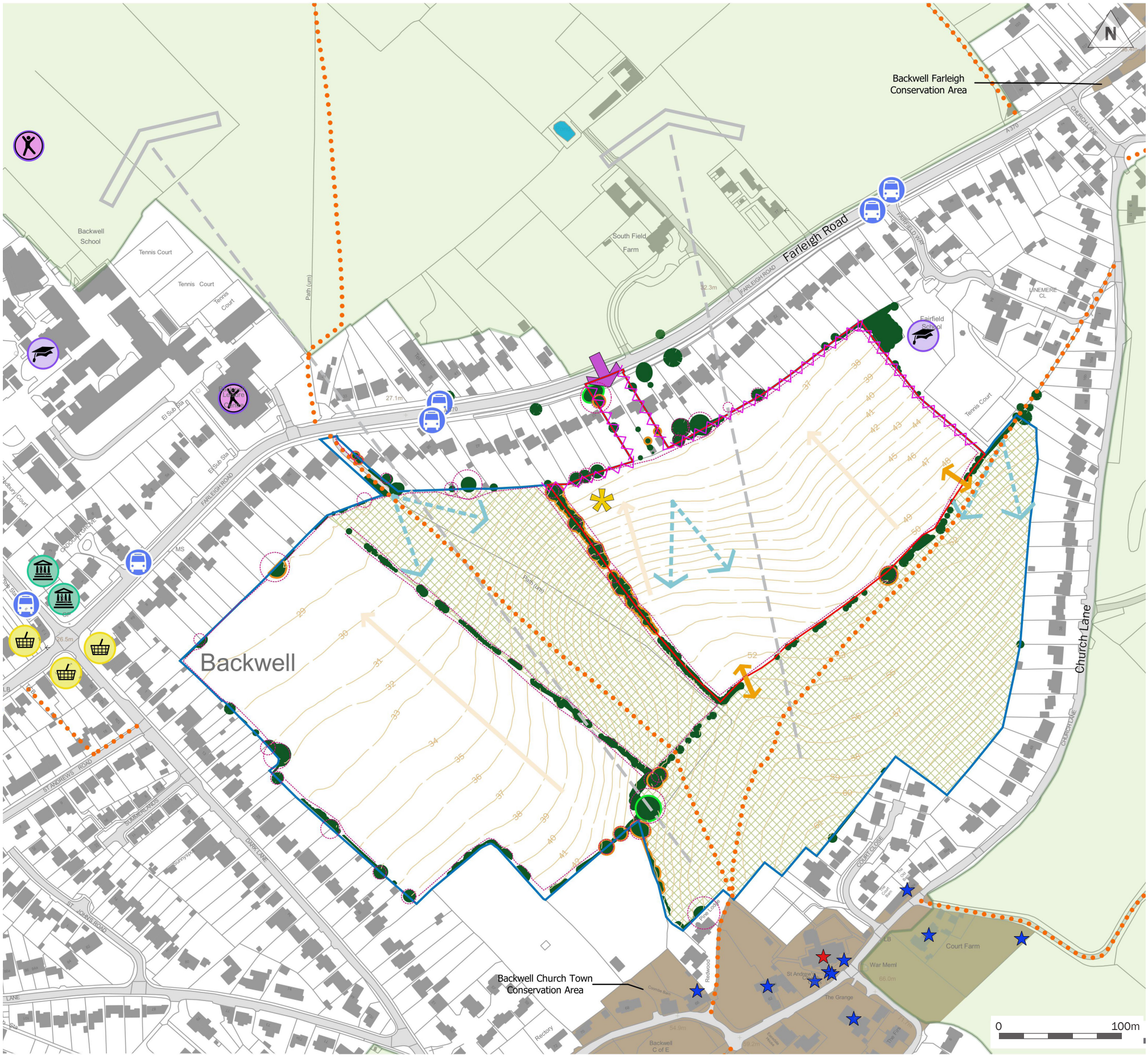


Figure 15: Constraints and Opportunities

Chapter 3: The Design Story

3.1 Key Design Influences

Introduction

It is important that the character of the Farleigh Fields development responds appropriately to its context and to other relevant design influences. This chapter sets out the key design influences for the development and explains how these have influenced the proposals.

The development will be influenced by a number of factors at a number of different scales. Key factors are as follows:

Strategic Level

Settlement Pattern

The new development should, where appropriate, respond to and reflect characteristic elements within the local settlement patterns. Replicating existing settlement patterns is not always appropriate in isolation, but there are principles that can be used to inform the character of the new development. However, the site's location within the wider settlement of Backwell is quite unique. Whilst responding to the best characteristics identified in the context evaluation in the previous chapter, this development will need to integrate into the community as part of a connective whole. At a settlement level, this means that the relationship between urban form, routes and spaces needs to ensure that the distinctive character of the surrounding context and landscape are respected and echoed in the placemaking principles that inform the design.

Connections

The network of routes and spaces through the vicinity have strongly influenced the Farleigh Fields masterplan. By developing a 'landscape led' masterplan focussed on creating a network of green routes and spaces that sits comfortable within the landscape, the structure of the new development that emerges will create a sustainable, legible environment benefiting new and existing members of Backwell's community.

At a strategic level, the proposed development will be informed by integrating and connecting with the surrounding landscape in terms of views, wildlife movements and heritage protection, particularly to the south and north, The GI network should provide connections to the adjacent movement routes and provide connections directly, where possible, to Backwell.

Neighbourhood Level

At an outline planning application stage, most of the relevant design influences are at the strategic level. However, it is important to acknowledge that local patterns of development at the street, block and building scale influence the development in terms of architectural design.

Incorporation of Site Features

The structure of the development will be influenced by existing features on the site. These include the existing hedgerows and key trees which offer a significant opportunity to reflect the former use and field pattern. There are also areas of existing vegetation and ecology that are important to retain and enhance within the GI and Ecology strategy. These will contribute to the character and quality of the development.

Masterplan Structure

The overall structural form of the Indicative Framework Masterplan (and principles plans) has been informed by the following design Influences:

- Responding to the neighbourhood character areas (as summarised in the previous chapter);
- Integrating with Backwell physically by maximising potential connections; and
- Retention and sensitive incorporation of existing landscape and ecological features.

Design Principles

The site-wide design principles seek to deliver the Vision Objectives and include a number of specific references to key design influences.

Figure 16: Concept and Vision Masterplan

3.2 Pre-Application Consultation

Prior to the Outline Planning Application submission, a period of virtual public consultation took place from 4th March 2021 to the 26th March 2021. Leaflets were posted to over 2,000 local properties and provided an overview of the project and invited comments via e-mail, post or website.

In addition to the leaflet drop and website, the applicants have also engaged with the local Councillor and the Parish Council. On-line video meetings were held with representatives of Backwell Parish Council on 24th March 2021 and the ward Councillor (Cllr Bridget Petty) on 29th March 2021.

During the consultation period, 128 responses were received in total via the response form provided on the website, by e-mail and by post. Further details of the consultation process and details of the comments received from the public are provided within the Statement of Community Involvement (SCI) submitted with the application.

The applicant's intention throughout this process has been to engage with the community and stakeholders in a comprehensive, transparent and effective consultation exercise to inform the evolution of the proposed development to planning application submission. It is the applicant's intention to continue to liaise with the Parish Council and Ward Member throughout the application process and beyond. Where possible, comments raised through the consultation process have informed the design evolution of the project as described in the next section.

Figure 18: Example of Flyers Distributed to Properties in Backwell

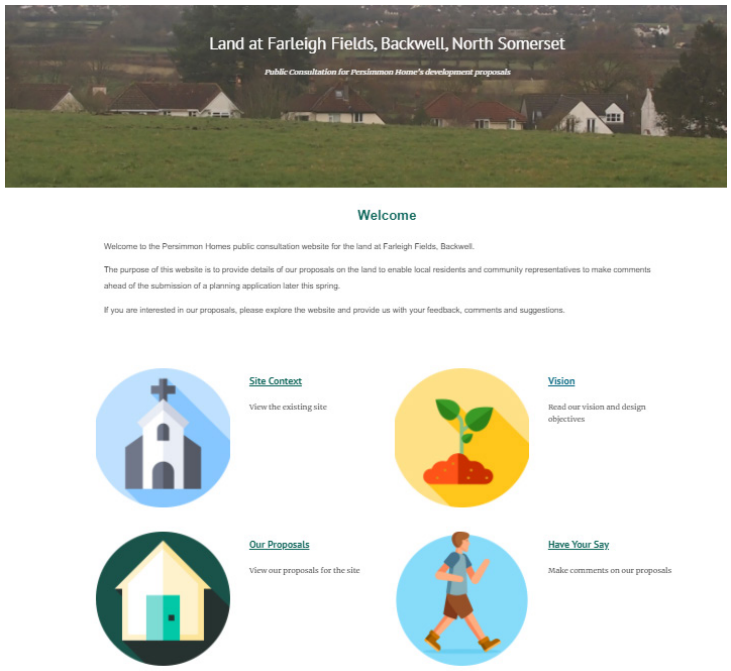


Figure 17: Public Consultation Website Landing Page

3.3 Design Evolution

Initial concept and sketch proposals

Figure 19 shows an early concept sketch that was produced as part of the initial design review which explores the opportunity to create an attractive and welcoming gateway into the development and a simple block structure, respecting the neighbouring properties and field boundaries.

Framework Masterplan

A framework masterplan was then produced and evolved following the technical team review and feedback to respond to the site-specific technical constraints [**Figure 20**]. Further landscape visual impact issues were taken on board as well as landscape design and ecological issues. The drainage strategy underwent some review at this stage too.

Design Evolution - Testing and Refinement

Consultation on planning applications is an important component of the planning process, as it allows communities and various stakeholders the opportunity to have their say on development proposals.

Whilst the outputs of the consultation exercise have not resulted in major changes to the masterplan, some clear design strategies and amendments to the extent of the proposals have been made. In particular, the most significant aspect was the decision to reduce the proposals further so that the sustainable drainage pond feature was contained within the north-eastern field boundary. This saw a reduction in the proposed extent of built form in the north west corner of the site as a result.

Also, since the pre-application consultation with the Parish Council and Ward Member, the design seeks to further improve upon the ecology mitigation and enhancements to the Bio-Diversity Net Gain (BNG) across the site and adjacent fields as part of integrated off-site measures.

The consultation and internal design review has produced a scheme that is more sensitive to its surroundings, reduced the extent of built form and increased the landscape and ecological enhancements.

The following section demonstrates how the design proposals and principles have been established.

Figure 19: Early Concept

Figure 20: Early Framework Masterplan

Chapter 4: Design Proposals

This chapter presents the **Design Proposals**, which have been developed and informed through the assessment and evaluation stages and sets out the principles that will deliver a high quality, sustainable, accessible and distinctive place. This chapter also presents a series of strategies which demonstrate and illustrate how the principles are to be applied during future, more detailed design work and Reserved Matters applications. The principles enshrined in the proposals include:

Built Form Principles

The guiding principles of the built form have evolved from a response to the constraints and opportunities presented by the site, setting areas to develop only after an assessment of the landscape visual and ecological principles have been set.

The masterplan must also contribute to the relevant characteristics found in Backwell in order to make a positive contribution to the urban context.

These guiding principles may be described as:

- Create an attractive entrance gateway to the development, framing views up to the church with built form and natural desire lines;
- The layout structure should be sensitive to all boundary conditions with appropriate offsets with strong levels of natural surveillance;
- New homes will be of a similar scale and form to development within Backwell, and respect local building forms and external materials, with 2.5 to 3 storey dwellings limited to the central core of the site in the form of potential split level homes where appropriate;
- Create a permeable development, with a range of informal pedestrian/cycle routes;
- Offer a range of sub character areas to provide an appropriate response to the immediate site context;
- Create a number of street typologies suitable to the location and function of the street; and
- Create an informal single sided streetscene on the southern edge to overlook the main public open spaces.

Environmental Principles

The masterplanning process has been informed by an understanding of the existing physical, ecological, landscape and heritage context of the site, as illustrated in the preceding constraints and opportunities plan. The masterplan is guided first and foremost by GI requirements, with the visual landscape and environmental issues at the forefront of the design process and with an aim of being able to enhance in areas the biodiversity value whilst improving habitat and wildlife corridors.

The urban form needs to relate to these green infrastructure corridors and networks of open spaces so there is natural surveillance and stewardship, which helps foster a sense of community.

The key environmental objectives which have guided the scheme are:

- Retain and enhance existing site features, such as the hedgerows and trees on the site;
- Create a series of multi-functional 'green corridors' made up of a GI perimeter network around the development;
- Knit the scheme into the wider GI network to preserve habitats and where appropriate create new habitat spaces to connect areas of existing ecological value;
- Provide a community orchard to promote healthy living and wellbeing, encouraging social interactions and sense of community;
- Design SuDS features and a drainage strategy to provide further visual and ecological benefit; and
- Achieve a biodiversity net gain.

4.1 Land Use and Amount

A summary of the extent of the proposed uses are set out in **Figure 21**.

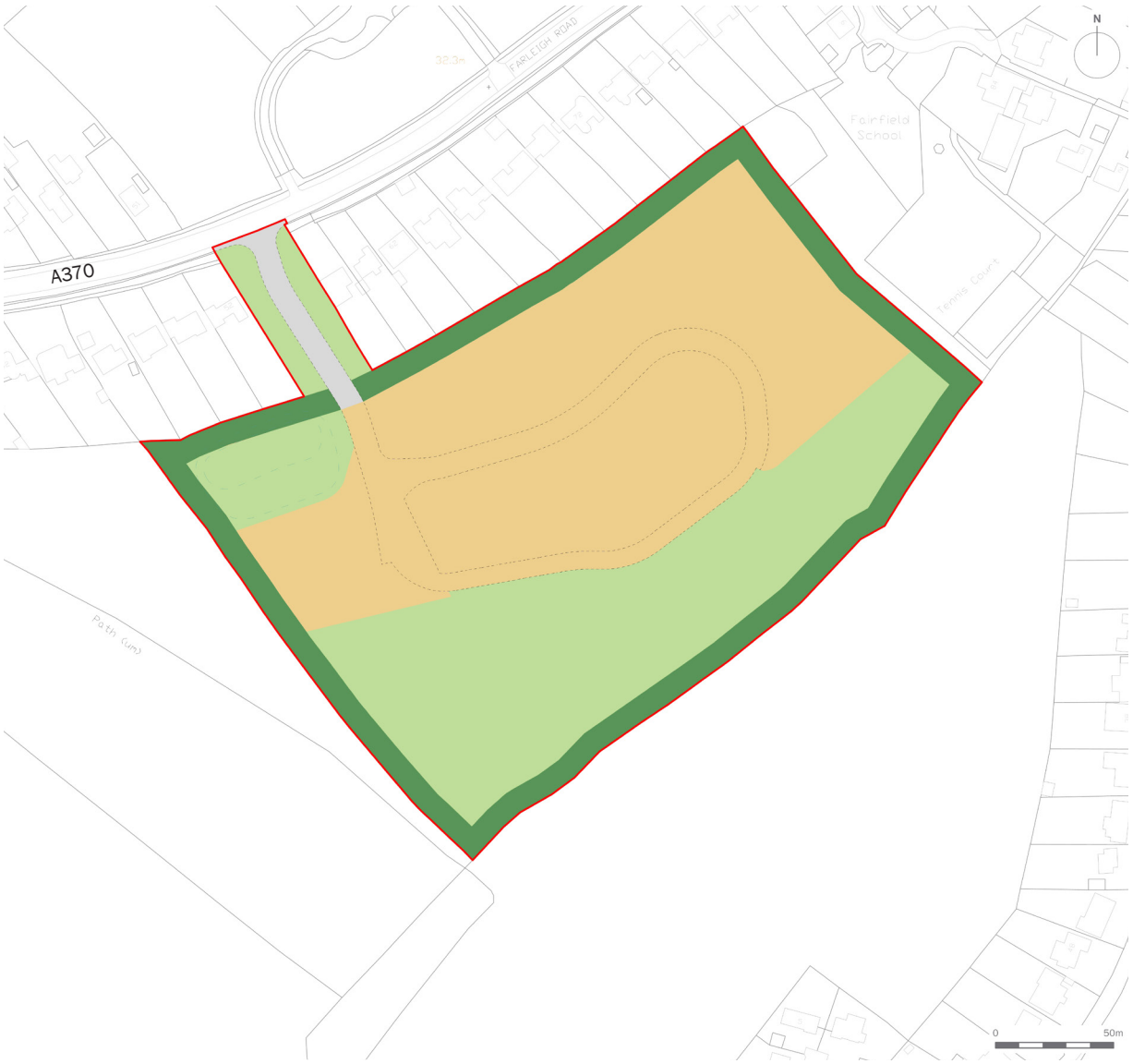


Figure 21: Land Use Principles

Site Boundary
Ecological Buffer
Infrastructure
Indicative Attenuation Area
Residential
Green Infrastructure (including Open Space, SuDS and pathways)
Road Alignment

4.2 Density

The development will provide up to circa 125 new dwellings with densities varying across the site to create a legible design and to seamlessly integrate with the wider settlement of Backwell.

Medium density homes will be clustered around the northern end of the site and around the main access road in order to establish a sense of arrival and provide enclosure.

At the southern edge, lower density development at the perimeter creates a transitional area to the Local Green Space, PRoW and Conservation Area.

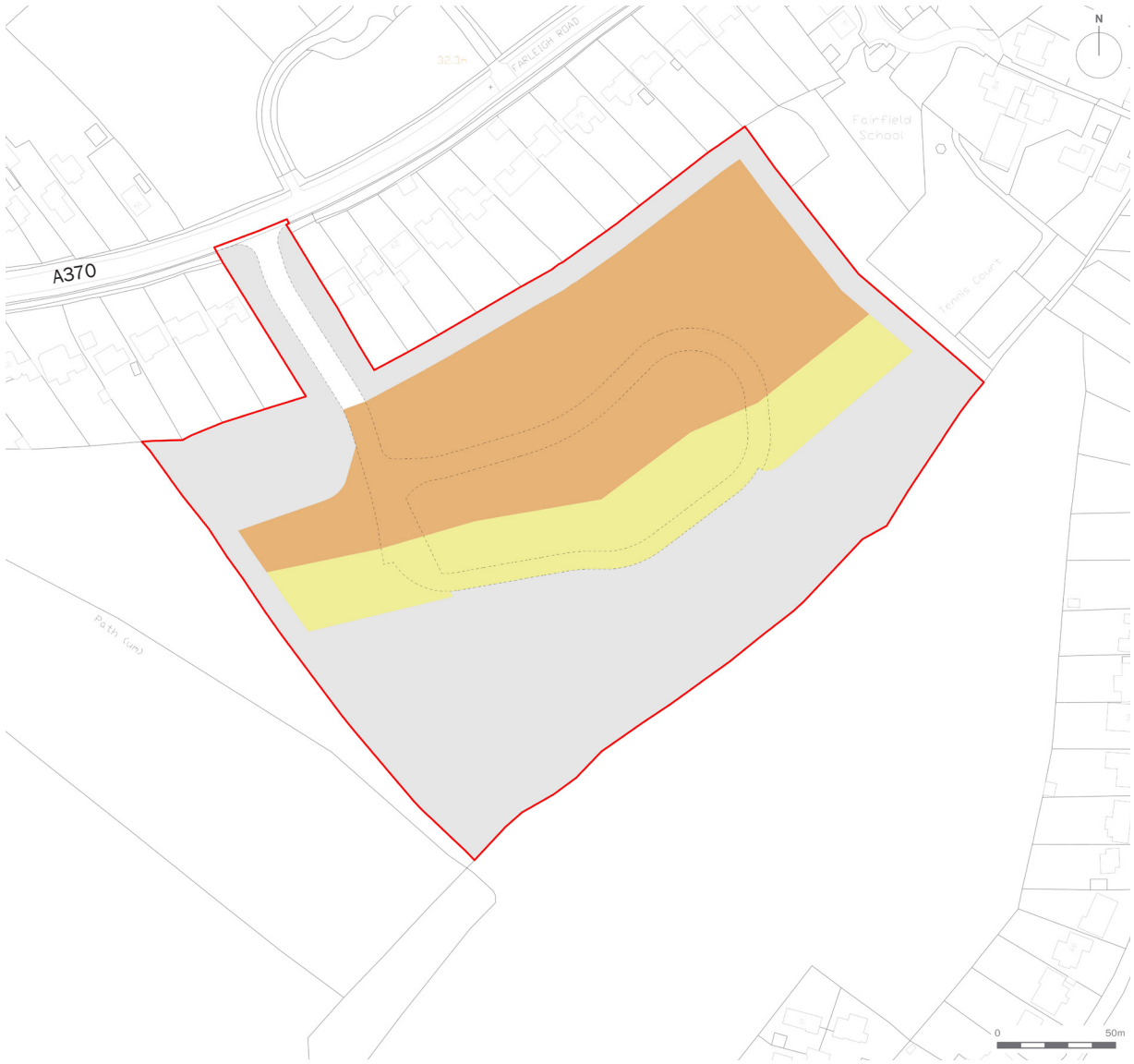


Figure 22: Density Principles

Site Boundary - 5.54ha

Road Alignment

Residential Development Lower to Medium Density

Residential Development Medium to Higher Density

4.3 Height and Scale

The site will consist of predominantly 2 storey dwellings; however, 2.5 and 3 storey dwellings are appropriate in order to vary the roofscape and to provide enclosure at key entry locations.

This additional height can also aid wayfinding with the additional mass, as well as other architectural features, positively contributing to the street scene.

Figure 23 illustrates a potential building heights strategy for the development.

Figure 23: Height and Scale Principles

Site Boundary - 5.54ha

Road Alignment

Maximum Building Height up to 2 Storeys
(Max. 9m Above Future Ground Level to Ridgeline)

Maximum Building Height up to 3 Storeys for Potential Split Level Houses
(Max. 12m Above Future Ground Level to Ridgeline)

Note: Future ground level allows for a maximum of 1.5m above the existing ground level (this establishes appropriate drainage, balance cut and fill and align street and buildings to consistent levels)

4.4 Access and Movement

In accordance with the guidance in the Manual for Streets, the layout will apply a user hierarchy with pedestrians and cyclists given priority. The street structure created within the Masterplan has been designed as a permeable network of routes and spaces providing for the needs of all street users. The detail of these streets will be determined at the Reserved Matters stage and follow the approved technical design criteria. To assist and guide this process the following principles are proposed to ensure their delivery as an integral part of future detailed designs:

Walking and Cycling

Walking and cycling are to be given a high priority in the movement network. The incorporation of off-street pedestrian routes within the green infrastructure network provides for a safe and permeable network of routes connecting key desire lines. These routes connect to a simple number of quiet shared-surface streets. The block structure of the proposed development provides for a very permeable and legible environment for pedestrians and cyclists.

Public Transport

The proposed development is in close proximity to existing stops both to the east and west of the site entrance. The location of bus stops is shown in (**Figure 15** on **Page 33**). All dwellings will be within 400 metres of these bus stops.

Other Vehicles

Building on the networks for pedestrians and cyclists, a clear and legible movement hierarchy is proposed for cars and other vehicles. This hierarchy is based on three tiers of function and access (primary, secondary and tertiary streets), which seek to reinforce legibility and the distinctiveness within the development.

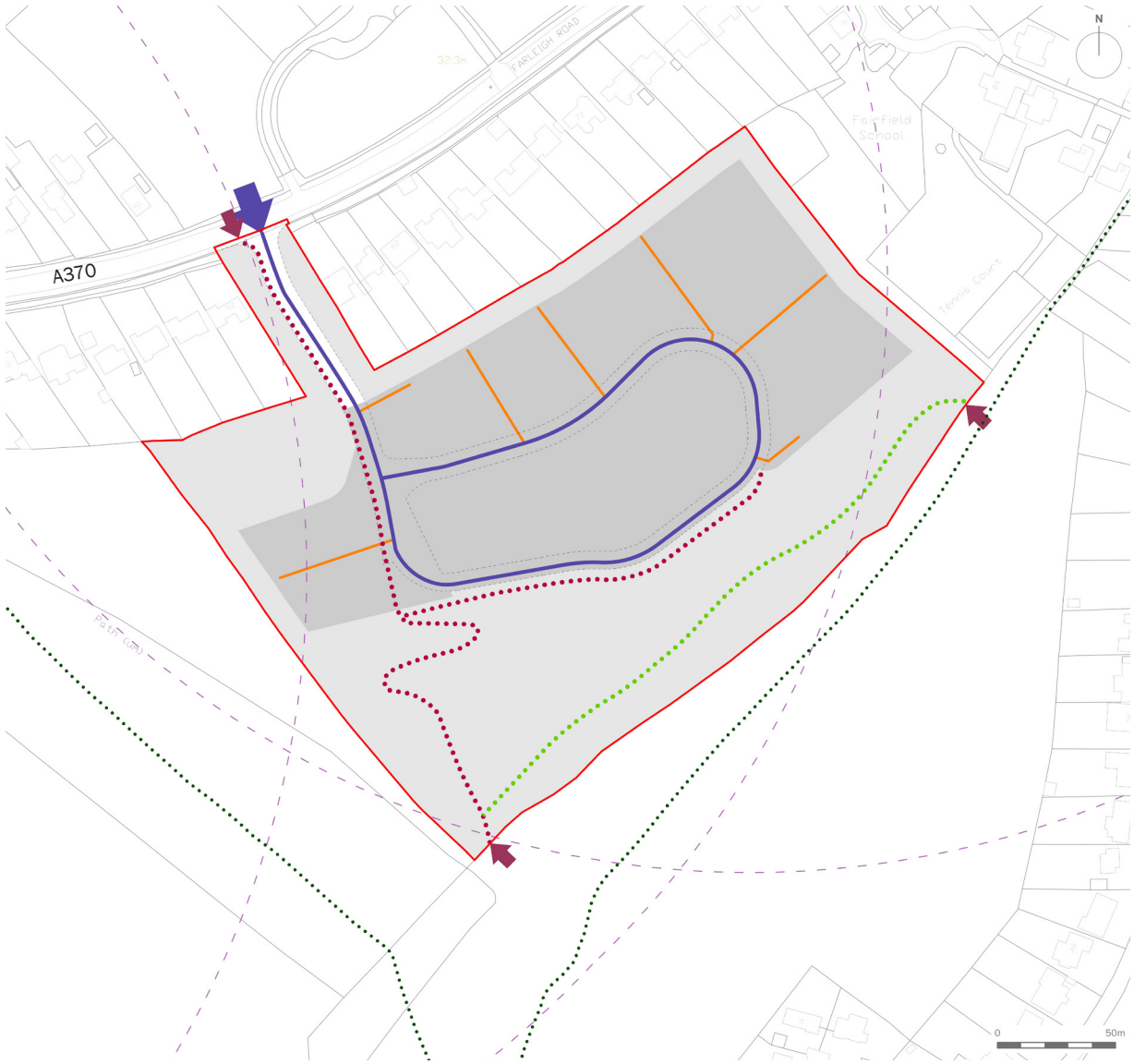


Figure 24: Movement Principles

Site Boundary 5.54ha
Pedestrian Site Acces
Vehicular Site Access
Primary Road
Indicative Adoptable Road/Shared Surface
Road Alignment
Existing Public Right of Way
Indicative Pedestian Route
Indicative Mown Grass Pathway
Exisitng Bus Stop (with 400m isochrone)

4.5 Indicative Framework Masterplan

The indicative framework masterplan (**Figure 25**) and strategy plans are based on the principles plans set out in the previous section. The strategies show a way of delivering the objectives.

The indicative framework masterplan presents in two dimensions the principles for the character and structure of the development. Whilst the exact location of built form, routes and spaces are not intended to be fixed as shown, Reserved Matters applications will be expected to comply with the general principles and character expressed for each part of the development.

The section on appearance and layout (Chapter 5) includes objectives to show one way of achieving the required quality and character of development. Reserved Matters applications will be assessed against this information.

Development

D1 Development set back from the southern boundary to provide a significant offset along the highest part of the site to reduce visual impacts;

D2 Minimise visual impact from the Local Green Space and adjacent properties by offsetting development from boundary and planting buffer with appropriate landscaping that provides an ecological and GI corridor for habitat and wildlife;

D3 Development fronts on key public realm space providing a gateway to the development and providing an attractive outlook to St.Andrew's Church;

D4 Development orientated to maintain privacy of adjacent residential uses, and roof forms reduced at edges to minimise the visual impact of development; and

D5 Development arranged to create legible fronts and backs and orientated to face onto public realm to provide an attractive outlook for new residential development.

Landscape

L1 Ecological/GI corridors around the site edges to create a connected naturalistic open space network for wildlife habitat and movement;

L2 Local Equipped Area for Play (LEAP) and amenity space for residents provided as part of an holistic wellbeing strategy for play. Natural play to be incorporated into open spaces to include stepping stones, boulders, tree trunks to encourage exploratory play;

L3 A landscape buffer provides a soft development transition to the Local Green Space to the southern boundary and provides a multi-functional open space area with a community orchard/edible landscape and new native hedgerow and planting to reinforce habitats to the benefit of local wildlife;

L4 Retained and enhanced hedgerow network helps reduce visual impact of development and offers improved habitat for wildlife;

L5 Provide enhanced habitat on and off site to mitigate habitat loss and provide improved habitat for wildlife; and

L6 Potential opportunity for seating, public art and/or historical marker installed at key connection point to aid wayfinding.

Access

A1 Provide access through the site via primary road that meanders through lower part of the site;

A2 Create additional pedestrian connection to link with the existing PRoWs that surround the site and provide convenient access and safe active travel routes to connect to nearby amenities and schools; and

A3 Informal mown pathway offer recreational routes through the southern open space and community orchard.

Figure 25: Indicative Framework Masterplan

Site Boundary
Existing Vegetation
Existing Public Right of Way
Proposed Hedgerow Planting
Proposed Trees
Orchard
Local Equipped Area of Plan (LEAP)
Pedestrian Pathway
Informal Mown Pathway
Ecological Corridor Incorporating Low Growing Shrubs and Wildflower Grassland
Open Space, Including Amenity Grassland and Wildflower Grassland
Indicative House Footprint
Indicative SuDS Drainage

4.6 Sustainability Strategy

Persimmon Homes is committed to achieving a high standard of design, utilising construction practices that have due regard to the global issues of climate change. As one of the UK's leading housebuilders, Persimmon Homes recognises its responsibility to build energy efficient homes that promote sustainable living.

The company is a leader in promoting Modern Methods of Construction (MMC) and has its own manufacturing business (Space4) which produces timber frames as a 'fabric first' solution to the construction of sustainable new homes.

The new homes on site will be designed and constructed in a sustainable manner using products and processes that reduce environmental impact and better adapt to climate change, with lower running costs and incorporating features that enhance the health and wellbeing of constructors, occupiers and the wider community.

To achieve this goal, properties are designed to incorporate enhanced levels of insulation and airtight construction. This will help to reduce energy costs and carbon emissions. The air-tightness of the dwelling will be balanced with the requirement for natural ventilation to provide a healthy living environment.

The whole approach to the development is based on the principles of sustainable development. The structure of the development provides for a compact, walkable neighbourhood with facilities located within an easy walk of all dwellings. The existing bus network routes close to the development will provide an alternative to using the private car.

The multi-functional GI network provides open and accessible green space as well as providing for SuDS.

SUMMARY OF SUSTAINABILITY STRATEGY TO ADDRESS CLIMATE CHANGE EMERGENCY
Identified 6 UN Sustainable Development Goals where we can best make a positive contribution to these global aims.
Future Homes Standard - Low carbon working group to manage transition to low carbon homes.
Average Standard Assessment Procedure (SAP) rating of 84 (40% more efficient than current housing stock).
Monitor team gas emissions 2.14 in 2019 (2.33 in 2018) per home sold - independently verified.
Building and roof orientation to maximise natural lighting and aid passive solar gain, reducing energy costs where possible and practical.
82% homes built include MMC.
Low water use sanitary features to reduce internal potable water consumption.
Site Waste Management Plan to minimise construction waste and divert waste away from landfill. 97% waste recycled in 2019.
A range of formal and informal spaces, and ecological enhancement measures to increase the biodiversity of the site.
Pedestrian paths to link up across the site and to the adjacent PRoW network.
Sustainable Drainage Systems to control rainwater run off.
Reducing potable water use through rainwater harvesting by providing all homes with water butts.

Figure 26: Sustainability Strategy

4.7 Street Hierarchy

The principles for the street hierarchy have been prepared in accordance with the Manual for Streets. The over-arching objective is to create 'places' that meet the needs of all users and streets that connect to create a legible and permeable network with character and identity. There will be a variety of street types within the development which create a legible and distinctive streetscape, contributing a sense of place and providing a green character to the development.

A Reserved Matters application will be expected to reflect the general pattern of secondary and tertiary routes as indicated, but these may be subject to some variation in alignment as the design progresses to detailed design stage.

Figure 27: Street Hierarchy

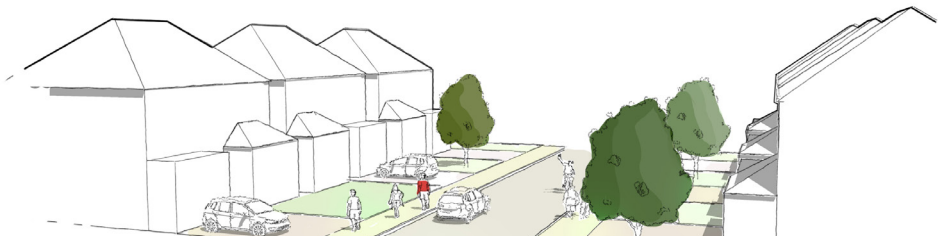
Site Boundary

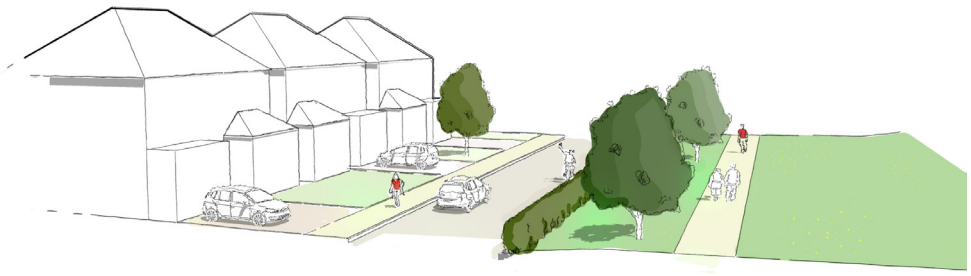
Primary Access Road

Private Drives

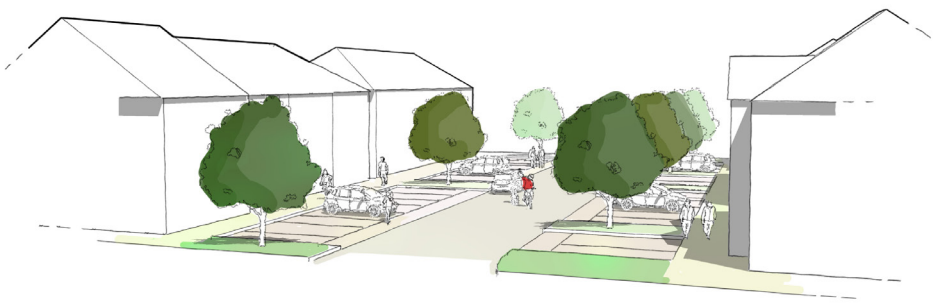
Road Alignment

Shared Surfaces





PRIMARY ACCESS ROAD	
Character and Role	The primary access road provides the main access through the site to the development parcels with a more formal character achieved by a consistent building line and on plot tree planting.
Movement Function	The primary access road connects the existing highway on Farleigh Road to the development parcels and is designed for a low speed environment with traffic calming features such as raised tables at junctions.
Street Profile	The primary access road will have a 5.5m wide carriageway, with 2m footway on both sides along the majority of its route through the development. Along the southern edge, the footway will be on the north side of the road, leaving the southern side to be landscaped and to provide a softer edge to the development.
Built Form	The built form and architecture will have a stronger frontage and fairly uniform setback. Properties will be a mix of 2, 2.5 and a limited number of 3 storeys, with taller buildings at key nodal locations.
Landscape/Public Realm	The primary access road will have an asphalt carriageway and footpaths. Changes of surfacing can be used at key junctions and green squares/civic spaces, as well as interfaces with pedestrian routes. Hedgerow and tree planting to front gardens will ensure consistency. Where back garden interface with the street, these will be detailed with secure boundary masonry walls.
Parking	On-plot mainly, limited visitor parking on-street and occasional parking courts.



GREEN SHARED SURFACE ROAD	
Character and Role	Shared surfaces are secondary routes that give access to dwellings towards the perimeter of the site, helping to provide an inclusive and permeable environment with a varied and informal character.
Movement Function	Low vehicular speeds will enable a mix of pedestrians and vehicles whilst giving priority to pedestrian movement and safety.
Street Profile	The shared surface will have a 6.8m overall carriageway, which continues the logical street hierarchy.
Built Form	Shared surfaces create a coherent building line acting as a positive interface to the surrounding landscape and development parcels.
Landscape/Public Realm	Shared surfaces can have a variety of finishes including asphalt and block pavers, depending on their location within the site and character area. Where possible, occasional tree planting is incorporated within the street layout adding to the garden neighbourhood character of the development and providing an opportunity for traffic calming.
Parking	On-plot and on-street, in designated bays.

PRIVATE DRIVE	
Character and Role	Private drives will be located towards the periphery of the site and towards the green ecological corridors, creating a softer and informal interface with the existing landscape. They typically form short extensions of the shared surface streets. Private drives will not form part of the adopted highway but will be maintained under private ownership.
Movement Function	There will be no vehicular through movement and no requirement to provide for a turning refuse vehicle.
Street Profile	Varies, but typically 4.5m.
Built Form	The looser structure of the private drive will allow greater flexibility and variation in terms of building line, architectural style and building typologies.
Landscape/Public Realm	Block pavers or asphalt. More generous front gardens with informal on-plot tree planting and landscaping.
Parking	On-plot; Informal visitor parking in parallel spaces to drive where appropriate.

4.8 Landscape GI and SuDS Strategy

Landscape Design and GI Objectives

The key objectives of the landscape and GI proposals for the scheme are to:

- Promote a high-quality sustainable design solution, creating a 'place' which is both safe and attractive and which positively contributes towards quality of life, health and social wellbeing;
- Create a soft green settlement edge where the site adjoins the locally designated 'Local Green Space';
- Retain and protect key views from PRoWs and the surrounding landscape towards the listed Church of St Andrew;
- Respect and relate to the character and appearance of the settlement and to the particular characteristics and features of the site landscape and context; and
- Conserve, restore or enhance the site's existing environmental assets and use them as part of the framework for the creation of new GI and public open space, which respects the existing landscape features and character, promotes bio-diversity and enhances public access and recreation.

Landscape and GI Proposals

The landscape and GI proposals for the scheme can be summarised as follows:

- The provision of a significant proportion of the total site area dedicated to landscape, GI, public open space, play and habitat related proposals;
- Built development would be set back from areas of higher ground to the south. Built development would not extend beyond the 50m contour;
- Locating built development to the north would allow for the creation of a broad swathe of landscape on areas of higher ground to the south, which would comprise new areas of public open space, an informal community orchard, new tree and hedgerow planting, pedestrian routes and an equipped play area;
- Provision of new pedestrian connections: from the south-eastern corner of the site to PRoW LA2/4/20 towards Church Lane and the Primary School;
- Retention of perimeter hedgerows and trees where feasible and reinforcement of existing vegetation with new native tree, hedgerow and scrub planting. This would include appropriate replacement planting to mitigate for any losses required to create the site access;
- Provision of low-level scrub planting along the northern, eastern and western boundaries;
- Structural tree and hedgerow planting would comprise a locally appropriate mix of native species and a degree of heavy and extra heavy standard specimens for immediate impact;
- The informal community orchard would incorporate a locally appropriate mix of traditional orchard species and serve to further screen and soften views of built development in the medium term;
- Provision of street tree and on-plot tree planting to help soften and integrate built development within its landscape setting;
- All surface water runoff would be fed to an attenuation basin, which would be located on lower-lying land. The basin would be designed to ensure safety and to maximise biodiversity and amenity potential; and
- All the GI would be designed and managed as an integrated whole. There will be an increase in both recreational resource and biodiversity as a result of the GI proposals.

The development proposals as outlined above will deliver a high quality and sustainable development. Importantly, this will be characterised by the clearly defined limits of the built development proposals, the robust landscape framework and careful attention to the particular design and layout of new residential areas.

Landscape Management

The development proposals as outlined above will deliver a high quality and sustainable development. Importantly, this will be characterised by the clearly defined limits of the built development proposals, the robust landscape framework and careful attention to the particular design and layout of new residential areas.

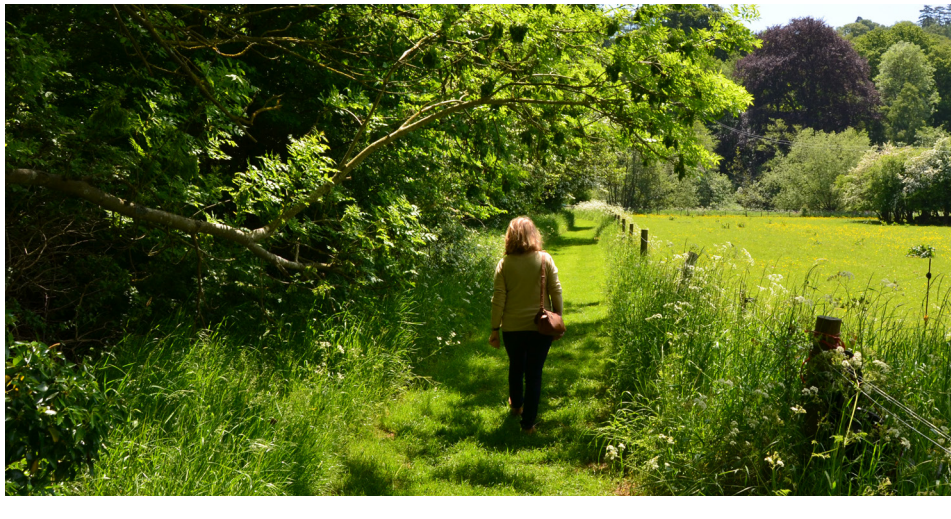


Figure 28: Indicative Landscape Masterplan

4.9 Ecology Strategy

The proposed development includes a comprehensive strategy for ecological mitigation resulting in a biodiversity net gain from the scheme. The mitigation proposed includes both on-site and off-site strategies to enhance the existing habitats and to provide additional higher quality habitats to support the wildlife of the area. The ecological strategy is summarised below, and illustrated in **Figure 29** (numbers refer to labels on figure).

The following on-site mitigation is proposed:

1. 10m 'ecology buffers' will be maintained along the perimeter of the built area to protect the boundary features. The grassland will be managed to promote a tussocky sward with patches of scrub which will improve the suitability of the margins for invertebrates, reptiles and birds. The buffers will also maintain dark corridors that will be suitable for foraging and commuting bats;

2. The northern and eastern boundaries of the site will be planted with native treelines to improve these boundary habitats for foraging and commuting bats as well as foraging and nesting birds;

3. Additional hedgerow planting is proposed along the inside of the 'ecology buffers' to create double parallel hedgerows which will clearly define the green corridors and help protect the existing hedgerows from increased artificial light spill;

4. The southern hedgerow will be reinforced with native tree planting. Additional lines of trees will be planted parallel to the existing boundary to create a double hedgerow with the aim of improving the suitability of this features for foraging and commuting bats;

5. The retained southern section of the site will be managed to promote a tussocky grassland with patches of scrub that will increase the suitability of the area for invertebrates, reptiles, birds and bats; and

6. An attenuation area will be created that will be managed sensitively for wildlife. The waterbody will be of value to aquatic invertebrates and breeding amphibians as well as potential attracting waterfowl.

In addition, the following off-site ecological mitigation is proposed:

7. A section (0.8ha) of the existing arable field will be converted to a 'wildlife area' and seeded with a grass and wildflower mix of local provenance. It will be managed to promote a tussocky sward with the aim of improving the habitat for invertebrates, reptiles, bats and birds;

8. A new native hedgerow will be planted along the southern boundary of the wider ownership site. This will improve the suitability of this boundary for a range of species including bats and birds; and

9. The existing gappy hedgerow on western field boundary will be reinforced with native tree planting to improve its suitability for foraging and commuting bats as well as foraging and nesting birds.

A biodiversity net gain calculation has been undertaken to give a relative measure of the biodiversity value of the site pre and post development. Overall the development will result in net gain which equates to a 49.10% increase in the biodiversity value of the habitat present within the wider ownership boundary and a 165.69% increase in the value of the hedgerows.







9. Existing gappy hedgerow to be reinforced with native tree planting

6. Attenuation area to be created that will be managed sensitively for wildlife

1. 10m 'ecology buffers' will be maintained along the perimeter of the built area to protect the boundary features.

2. Northern and eastern boundaries will be planted with native treelines

3. Additional hedgerow planting along the inside of the 'ecology buffers' to create double parallel hedgerows

Figure 29: Ecology Mitigation Strategy

7. Existing arable field will be converted to a 'wildlife area'

8. New native hedgerow planting

4. Southern hedgerow reinforced with native tree planting and additional trees planted to create double hedgerow

5. Southern section of the site will be managed to promote a tussocky grassland with patches of scrub

Chapter 5: Character Areas and Design Influences

This DAS provides principles for the strategic arrangement of built form and spaces as well as explaining principles behind the intended appearance and how these will inform the final design of the development. The guidance set out over the following pages sets a framework for future, more detailed design work and Reserved Matters applications.

Character Areas

Whilst the overall objective is to create a place with a strong identity and character of its own, in order to create a legible development that responds appropriately to its setting, a series of four distinct 'Character Areas' have been identified:

- Entrance Gateway;
- Lower Street;
- Side Street Mews; and
- Upper Street.

Within each character area there will be subtle material and detailing elements which unite the whole. These provide the framework for developing and reinforcing character at the next (more detailed) tier of design. There are a number of factors that have influenced the definition of these areas. These include the setting and views out of the wider area and conservation area and the creation of a strong community focal spaces within the development. Routes, spaces, places or edges have a particular character as influenced by their location within the masterplan, the proposed density, site features or proposed land uses.

Along with the urban design principles and the legibility strategy identified earlier, the placemaking principles that will guide any future Reserved Matters Application include the following approaches:

Built Form and Plot Size

- The development parcels and streets should work with the topography of the site wherever possible to aid a 'site specific' character;
- The proposals should consider how a consistent or varied building line can contribute to the character of the street. It is important that the building ridge lines are punctuated at regular intervals to create an interesting and varied street scene; and
- The development should ensure that plot sizes are appropriate to the size of the dwelling, which can be dictated by topography, density and character.

Key Buildings

These dwellings add interest to the street scene and are intended to enhance the overall character of the area. Key dwellings identified will be located in the development, such as terminating vistas and corner turning homes at key junctions and framing spaces. Where these dwellings have been grouped to create the entrance gateway and along key routes and overlooking the public realm they adopt a similar and coordinated approach employing at least one of the methods set out below:

- Projection of building line forward of the established building line;
- The use of a contrasting walling and/or roofing material;
- A distinctive roof line; and
- The use of architectural features such as bay windows, entrances and details.

Scale

The proposed development will comprise mainly of 2 storey homes, rising to 2.5 or 3 storeys where appropriate. The scale of the homes complements the existing character of the locality and provide a variety of sizes including a large number of family sized homes.

Streetscene

Complementary planting in the front gardens will add to the creation of an attractive green environment. This planting in front gardens will soften the appearance of the built form and can encourage personalisation of the streetscene. The use of street trees within the streetscene will add to green infrastructure at a local level, whilst creating an attractive series of spaces rather than utilitarian car prioritised routes.

Approach to Materials

The local area encompasses a mix of architectural styles and eras, with render, brick and stone being common elements from which design cues can be taken from. Drawing on the more historic vernacular references rather than the later post war housing design is deemed a sensitive approach. A summary of the main approaches to architectural character delivered in the proposals are:

- As such a palette of materials predominately in render with complementary use of brickwork more commonly used in infill areas and side mews would be appropriate;
- Use of stone cladding on key buildings is also considered appropriate to demonstrate how the character and appearance responds to the local area and setting;
- Opportunity to reflect the materials of the area rather than prescriptively follow specific architectural style;
- A mix terracotta, grey and anthracite roof finishes employed as found in the area and to avoid a monolithic roofscape;
- Alternative window frame colours to be used to provide variety;
- Incorporating stone walling around the entrance gateway to front and side garden boundary walls;
- Simple but appropriate detailing around windows, and incorporating bay window details where appropriate to key properties; and
- Hipped roofs to key properties to reflect built form in the area and to reduce massing in key areas.

Entrance Gateway

Lower Street

Side Street Mews

Upper Street

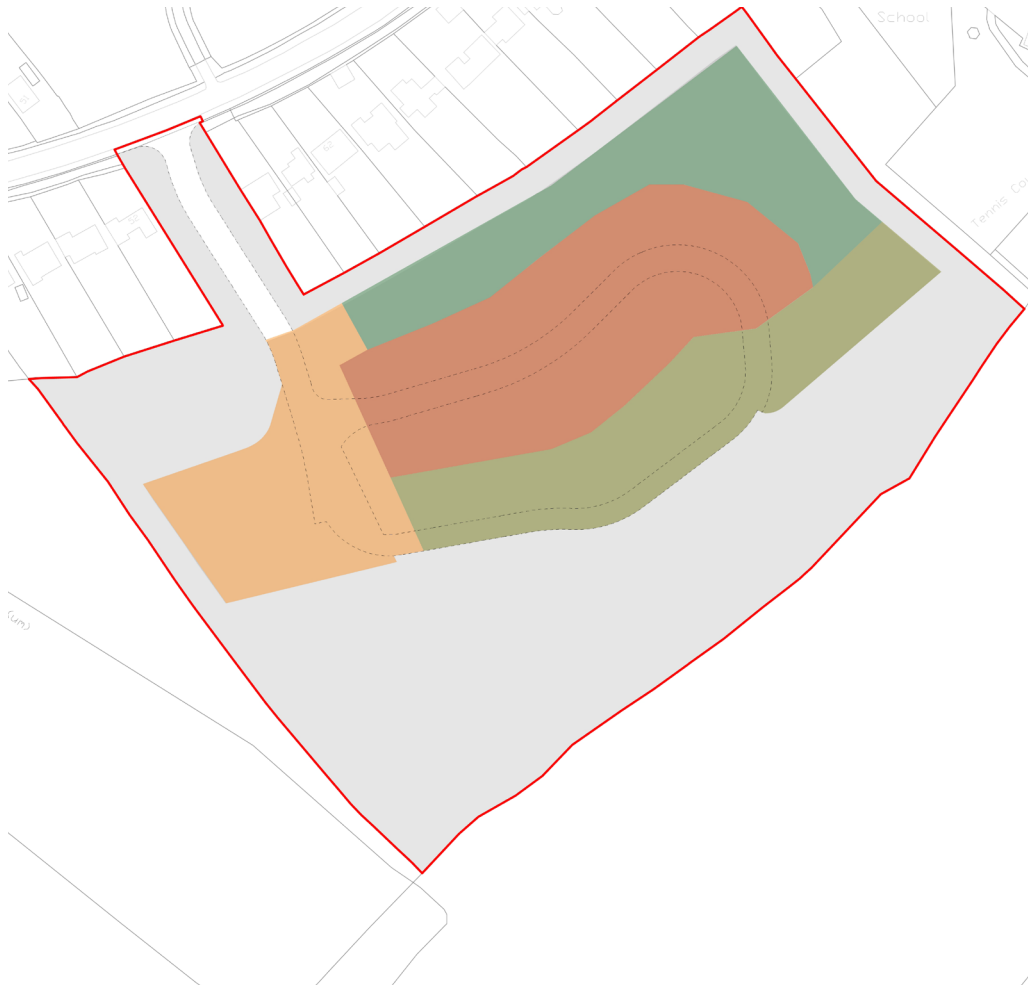
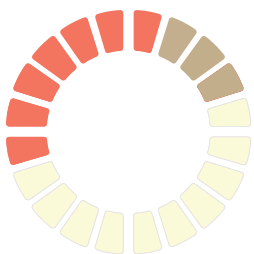


Figure 30: Character Areas



Material Mix:
- Red/Brown Multi Brick (35-40%) Sherborne and Thoresby Riven
- Recon Stone Cladding (10-15%)
- Render (50%)

Roof Tiles: Duo TLE Terracotta, Anthracite and Grey

5.1 Entrance Gateway

- Building lines arranged to create a meaningful gateway into the development with glimpsed vistas up towards St Andrew's Church tower and the wider landscape setting;
- Variety in built form and massing responding to the sloping topography will create a vibrant and interesting space;
- The use of more stone and render in the external materials and use of architectural elements such as bay windows on key plots will help define it's more unique characteristics;
- A change in materials to the road and pathways also helps define this gateway space;
- Small elements of green verges extending down from the public open spaces to the south links up and extends the GI connections and pedestrian movement route through the site; and
- By combining a high quality hard and soft landscaping scheme, use of stone walling around this area with appropriate street furniture and lighting this will now provide an appropriate sense of arrival into the development for the community to enjoy.

CHARACTER OBJECTIVES
To create high quality 'gateway' and define the primary access route into the development with the use of hard and soft materials to frame the space.
Establish a unique character based on a response to creating glimpsed views and desire lines up to St Andrew's Church.
Use the site's topography to create a vibrant streetscene. Green verges and incidentally green spaces connecting to wider public open spaces.

URBAN FORM OBJECTIVES
Generally, the layout and arrangement of dwellings will be structured and ordered with regular shaped blocks.
The higher density compared to the Upper Street character area.
Spaces are defined by strong frontages on a consistent building line.
Corner dwellings provide enclosure and overlooking to side streets.
Generally a mix of plot sizes than in other parts of the development. Generally smaller front gardens/set backs.

5.2 Lower Street

Lower Street forms the main street directly accessed from the gateway entrance and provides the connections to all the Side Mews shared surface streets. This character area has a slightly more formal contrast to the gateway space and Upper Street, running more on contour and defined by a stronger frontage on the south side of the street with open views through the shared surfaces to the northern ecology buffer.

There is opportunity here to vary the building line to both take advantage of the change in levels in back gardens by introducing elements of split level dwellings along this street. This can provide up to 3 storey dwellings in this central core of the site. There is also variety in the parking arrangements here with both side and frontage parking, located appropriate to the opportunities within the masterplan plot depths.

The sinuous curve of the street creates interest with glimpsed views along the length with opportunities for key dwellings to be positioned to terminate vistas, aiding legibility and wayfinding.

CHARACTER OBJECTIVES
To create high quality streetscene in hard and soft landscaping as the main link route through the development.
Variety in built form along the length, including building line, height scale and massing to create interest.
Key dwellings positioned to terminate vistas to aid wayfinding and sense of place.

URBAN FORM OBJECTIVES
Generally, the layout and arrangement of dwellings will follow the street pattern and clearly defined frontages but opportunities to vary the building line.
A higher average density compared to the other character areas.
Simple perimeter block structure.
Corner properties provide enclosure and overlooking to side streets.
A mix of larger and smaller plots appropriate to the location in the development. Generally, variety in front garden depths and terraced back gardens.

5.3 Side Street Mews

The Side Mews character areas are all accessed off Lower Street. The more suburban shared surface and private drive street patterns and blocks reinforce the street hierarchy and identity, linking from the main Lower Street.

There is a simple block structure with parking predominantly provided to the front of plots, which combines well with opportunities to provide GI and landscape at a local level.

The alignment of the Side Mews provides a number of benefits to the development. By not having development fully fronting onto the ecology buffer to the northern there is far less perceived overlooking to neighbouring properties. This also creates a more open and permeable development onto this ecology and landscaped buffer area which can be accessed and enjoyed by residents with increased recreational routes connecting the whole development together.

CHARACTER OBJECTIVES
To create an appropriate and softer transition between the ecology and landscape buffer zones and the existing boundary conditions.
A contrast the more organic character areas defined by simple short shared surface and private drive streets.
Opportunities to include street trees in shared surface to soften hard landscape detailing and to add GI at a local level and connecting to the main GI corridors.

URBAN FORM OBJECTIVES
Appropriately define the edge of the northern and eastern green infrastructure corridors with built form limited to 2 storeys and incorporating hipped roofs in place to reduced perceived massing.
Potential for higher densities compared to other character areas.
A more sub-urban, simplified block structure.
A mix of terraced, semi-detached and detached dwellings overall with opportunities to provide corner turning dwellings overlooking both the ecology landscaped buffer to the north and Lower Street to the south.
Mostly on-plot parking to the front.

5.4 Upper Street

The Upper Street character area is focussed along the development's southern edge, and functions as a transition to the public open space and wider landscape bordering the site. This character is defined by gently curving single sided roadway with more on-plot parking to the side of dwellings. A looser block arrangement, largely comprising detached and semi-detached homes with an informal landscape palette, contribute to this overall character overlooking the expansive communal amenity space and orchards.

CHARACTER OBJECTIVES
Create transitional area to the open landscape and public open space bordering the site along the southern edge.
Establish a more 'village' character in keeping with its location at the development periphery.

URBAN FORM OBJECTIVES
A more irregular, organic block structure.
Lowe densities along the edge.
A mix of semi-detached and detached dwellings on gently curving roadway.
A less-formal building line, with buildings deflecting views on curving road.
Parking mostly on-plot to the side of houses.

5.5 Safety and Security

In designing the proposed scheme, the client's design team has given due consideration to a variety of policies and planning guidance, including Secured By Design (SBD), Homes 2019. There has been great attention to produce a naturally safe and secure environment and key elements of proposals are summarised below:

Safe Streets

The Framework Masterplan demonstrates how new homes may be developed using a permeable block arrangement of well-surveyed and active routes and spaces:

- Where houses are on corners and junctions it would be expected that additional windows would be provided in side elevations to ensure dual surveillance of the street and also avoid large monotonous blank façades; and
- As part of the detailed design stages, Reserved Matters submissions will be required to further demonstrate that streets are adequately lit, and that contorted building or landscape forms, which may provide unnecessarily secluded and unsafe environments, have been avoided.

Open Space Design

- Within the Landscape Framework, open spaces and routes are addressed by built form to create a clear definition between public and private realms. Where sides of properties unavoidably address the public realm, suitable defensive planting and security fencing/walling will be included;
- New trees within the public realm will be maintained with a clear stem of at least two metres to ensure clear visibility at ground level. No substantial shrub cover is suggested within public open space or incidental landscape areas in close proximity to access routes and footpaths; and
- Detailed design of the open spaces and landscape during the Reserved Matters stages will demonstrate how proposals will create accessible and safe environments based on the principles of SBD.

Secure Boundaries and Back Garden Security

- The layout is arranged as traditional perimeter blocks with the fronts of properties overlooking streets and public spaces, and back gardens kept private within the block in order to maximise safety and security. This approach maximises active frontage on the street, providing natural surveillance.

5.6 Street furniture

Street furniture will be provided to ensure consistency of design and quality. Street furniture will also reflect the street hierarchy across the site. In choosing street furniture, consideration should be given to the use of materials that have been, or can be, recycled and/or that are biodegradable and use FSC certified timbers. Street furniture is to complement building design and materials and will be designed to ease maintenance and replacement.

The use and placement of street furniture should reflect the following principles:

- Ensure that it is robust and durable, with hidden/recessed vandal-resistant fixings;
- The location of street furniture elements should give consideration to the direction of pedestrian movement maintaining clear unimpeded access corridors for all, but with particular consideration for the elderly, and the visually and mobility impaired;
- Where possible, signage should be fixed to existing poles/posts such as lighting columns. Signage fixed to buildings should be secured at high street level, where practical;
- Materials should be chosen from a common palette and obtained from established manufacturers and suppliers;
- Seating should always be oriented towards the adjacent open space or major street/movement corridor and ensure that is perceived to be 'safe' from vehicular traffic. It may be necessary to set seating back from footpaths, where possible, to reduce fear induced by inappropriate loitering;
- Litter bins should be provided at all bus stops, key pedestrian nodes and entrance points and approximately 3-4m away from seating areas. Bins are to be fixed to existing poles such as lighting columns where possible;
- Dog litter bins should be provided at all open spaces, as appropriate and as approved with the Local Authority;
- Cycle parking should be located at key locations, as appropriate;
- Bollards must be of solid and robust design, of powder-coated steel or hardwood timber, and potentially have reflective bands, especially where adjacent to vehicular traffic as necessary and appropriate to meet Council requirements for highway safety and maintenance; and
- Street furniture shall not be positioned to provide climbing aids over boundaries.

5.7 Street lighting

Further to discussions with North Somerset Council it is proposed that their standard equipment is used, in the main, to aid future maintenance and repair/replacement by their lighting department.

- All lighting should reflect the common palette of street furniture;
- Public realm lighting should be suited to use at a variety of heights and a variety of situations;
- Street lighting for adoptable roads must be to Highway Authority approval;
- Lighting must be sensitively located, respecting adjacent building use and keep light pollution to a minimum;
- Ensure there is no conflict with adoptable street lighting. The location of lighting and position of trees should be considered together so that one does not detrimentally affect the other; and
- Consideration should be given to mounting lighting on buildings where appropriate to keep access corridors clear and reduce visual clutter.

Chapter 6: Summary

6.1 Overview of Proposal

The key elements of the proposals comprise:

- Residential Development of up to 125 dwellings comprising a mix of 2, 3 and 4 bedroom dwellings;
- Focus on placemaking in the design of the scheme, with the retention of the Local Green Space and a sensitive arrangement of dwellings that frame views to St. Andrew's Church and that work with the site topography to minimise the visual impact and buffer surrounding residences;
- Provision of affordable dwellings to meet local needs;
- Retention of existing hedgerows, where possible, and a 10m ecological buffer to provide an enhanced green infrastructure network through the site;
- Integrated SuDS drainage and green infrastructure strategy to promote increased biodiversity;
- Improving permeability of the site by providing well connected pedestrian and cycle routes that link to the surrounding public right of way and recreational route network;
- A variety of open space areas, including community orchards, ecological buffers, and play spaces; and
- Provision of dedicated equipped play area to include Local Equipped Area for Play (LEAP).

6.2 Conclusion

This DAS has demonstrated that a compact, high quality, responsive and sustainable development is achievable and deliverable on this site in Backwell.

The application is in outline for residential development, new access points and vehicular, cycle and pedestrian links, strategic landscaping and GI, including areas of informal and public open space, other associated site infrastructure and community uses.

The overarching vision is to create a distinctive development that builds upon the special characteristics and features of the site and its environmental context to deliver a new development appropriate to its location and setting within Backwell.

Through evaluation, design review and consultation, the proposals have evolved with a thorough appreciation of both the immediate character and the environmental credentials of the site. As such, the new housing will be designed as a clear legible development within the existing settlement, and responding to relationship with the immediate surrounding landscape.

The site is highly sustainable and well located to offer access to existing jobs, services and facilities - including health, education, shops, leisure and open space.

The development would be an attractive place to live and work; integrated sensitively into this central area within Backwell. Set within a generous and attractive network of open spaces, the design retains the existing GI wherever possible, and builds upon this with a series of well-connected green spaces and routes with strong health and wellbeing placemaking principles at its heart.

The Environmental Dimension Partnership Ltd
First Floor, The Bonded Warehouse,
Atlantic Wharf, Cardiff CF10 4HF

t 02921 671900
e info@edp-uk.co.uk
w www.edp-uk.co.uk