

**POLICY 7.4 - BACKWELL****Backwell, North Somerset**

Land to the west of Backwell is shown indicatively on the Key Diagram as the broad location to accommodate an extension to the village. The key strategic principles and infrastructure requirements are as follows:

- Delivery of an extension to Backwell village to create a sympathetic and well-designed development appropriate to its rural setting of around 700 dwellings including affordable housing.
- Lower densities will be expected on more sensitive parts of the site, including to safeguard heritage and ecological assets.
- Creation of new footpath and cycleways linking the site to the rail station, proposed MetroBus connections and local services and facilities.
- Improvements to the rail station to create a multimodal interchange including enhanced parking, facilitating increased frequency and capacity, accessibility and accommodating a MetroBus interchange.
- Local junction improvements will be required including at Station Road, and the A370 Backwell signalised junction.
- Provision of a primary school of at least 2.4ha to be located to maximise safe access from surrounding communities by walking and cycling.
- Protection of the settings of historic Chelvey and West Town Conservation Area and the need for sensitive treatment in respect of the setting of Grove Farm.
- Strategic approach to the assessment, safeguarding and enhancement of greater and lesser horseshoe bat habitat (particularly the Juvenile Sustenance Zone between the A370 and Chelvey Road), and Tickenham; Nailsea and Kenn Moor SSSI interests.
- Development should avoid the flood plain and demonstrate reduced run-off rates including through the use of attenuation ponds and other features as appropriate. Additional land may be required off-site to facilitate long term water storage as part of the sustainable drainage strategy.
- Development to be mitigated with the delivery of:

## APPENDIX A

- i. New multi-modal link from A370 Long Ashton Bypass to station interchange (including rail crossing), Nailsea SDL and Nailsea town centre, with connection to A370 west of Backwell (including rail crossing) and a new or improved connection to M5.**
- ii. New MetroBus route linking Bristol to Nailsea from Long Ashton Bypass to the station interchange (including rail crossing), Nailsea SDL and Nailsea town centre, and potential onward link to Clevedon.**
- iii. Opportunities to phase delivery of the highway improvements in step with parts of the development may be explored.**

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