



Issue: March 2026 – Post Regulation 14 Consultation

Pilning & Severn Beach

Neighbourhood Development Plan
2024–2035

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Foreword

The Pilning & Severn Beach Neighbourhood Plan is essential for ensuring that future development in the Parish aligns with the residents' wishes and preserves the qualities that make it a wonderful place to live.

Thanks to contributions from the community, the plan outlines how any proposed development should respect the amenities, facilities, character, and environment of the Parish for both current and future residents.

We extend our gratitude to all those who have volunteered their time, energy, and thought in developing and producing the Neighbourhood Plan, helping to shape the future of Pilning & Severn Beach.



.....
Richard Edwards
Chair of Pilning & Severn Beach Neighbourhood Plan Steering Group

Acknowledgements

We express our thanks to the following for their time, support, and encouragement during the preparation of the Neighbourhood Plan.

- All those members of the community who have taken the time to get involved and helped to shape this document by the feedback and suggestions they have provided over a long period of time.
- Those members of the Parish who have volunteered their time to work on the Neighbourhood Plan Steering Group and given so much of their time to make this plan deliverable.
- Stuart Todd who has worked with us and sat in on our meetings throughout the process on behalf of South Gloucestershire Council (SGC).
- Stuart Miles of Vision Planning, who has been instrumental in shaping our Neighbourhood Development Plan (NDP).
- The Officers of SGC who have provided guidance and support throughout.
- Locality and the Department for Levelling Up for the grant funding and areas of technical support without which the plan would not have been produced.
- The AECOM Planning Consultants working on behalf of Locality to deliver the technical support for their professionalism and cooperation.

Executive Summary

Since January 2021, a Steering Group composed of volunteers from the Parish has been working on the Neighbourhood Plan (NP) with the aim of serving the best interests of the community. The results are based on the views of residents, gathered evidence, technical support from independent consultants, public consultations, statutory bodies, and independent inspections.

Without an accepted Neighbourhood Plan, residents have limited influence over the planning-related future of the Parish and the implementation of necessary changes based on evidence and opinion.

New and affordable housing is essential to enable younger generations in local households to remain in the area. New young families are needed to rejuvenate the community and support the sustainability of schools, amenities, and local businesses. There has been minimal new housing over the past 25 years, resulting in an aging population. The Neighbourhood Plan is a way of overcoming to a controlled extent, barriers to growth such as flood risk and Green Belt.

With new housing development, the Parish will receive funds through the Community Infrastructure Levy (CIL), which can be invested in amenities such as halls, recreation, leisure, and sports facilities.

Without new housing, there is no CIL, but with an agreed Neighbourhood Plan, the levy received from the planned developments will increase from the standard 15% to 25%, bringing in much needed additional funds to spend exclusively within the Parish.

Although the Neighbourhood Plan identifies potential sites for new housing, car parking, and retail at the most appropriate locations, these developments will still need to go through the formal planning application process. At that stage, residents will have the opportunity to support, comment, or object to individual sites. Planning officers should consider the policies within this Neighbourhood Plan when making their decisions.

The Steering Group encourages residents to consider what is in the best interests of the whole Parish for the future, and to support the Neighbourhood Plan when it comes to public referendum.

1. Purpose of the Neighbourhood Plan

- 1.1.1 Neighbourhood Plans were established under the [Localism Act 2011](#). They empower local communities to have a more significant role in shaping the development and growth of their areas.
- 1.1.2 The Neighbourhood Development Plan outlines the Vision, Objectives, and Policies that guide local development within the community.
- 1.1.3 When completed or "made," this NDP will become an integral part of the development framework for the parish of P&SB. It will complement the strategic planning documents of SGC, including their Core Strategy, and Policies, Sites and Places Plan, which covers the period from 2006 to 2027, and the Local Plan currently under development, which extends to 2040.
- 1.1.4 At the time of commencing the P&SB NP, the Local Plan was identified for a period up to 2035. Therefore, the P&SB NP 'plan period' was set from the time it is made (originally scheduled for 2024) up to 2035.
- 1.1.5 The NDP serves as the initial reference for decisions regarding planning applications. According to the [law](#), planning applications must be determined in line with the development plan unless there are material considerations that suggest otherwise.
- 1.1.6 It is beyond the scope of a Neighbourhood Plan (NP) to include policies unrelated to planning. Consequently, significant other matters concerning the Parish, identified during the NP development, have been documented separately in an [Aspirations Document](#).

2 Scope and Development of the NP

2.1 The Neighbourhood Plan Process

- 2.1.1 The NP process was started in December 2020, by Pilning & Severn Beach Parish Council (P&SBPC), who are the 'qualifying body' as defined by the [Localism Act 2011](#). They identified the Parish as the Neighbourhood Area (NA) and formally notified SGC of their intent.
- 2.1.2 The P&SBNP covers the whole of P&SB Parish, as mapped in the designation report [Service Level Agreement](#) between SGC and P&SBPC ([Appendix D](#)). A map of the Parish is provided in Figure 1. For scaling purposes this map excludes parts of the Parish which are located in the Severn estuary.
- 2.1.3 Pilning incorporates the communities of Redwick, Northwick and New Passage. Severn Beach does not incorporate other communities.
- 2.1.4 P&SBPC delegated the process of producing the NP to the NPSG as defined and agreed in the Steering Group's Terms of Reference ([Appendix B](#)).
- 2.1.5 At the time of submission of the NDP, the officers of NPSG were:
- Richard Edwards (Chair)
 - John Miller (Vice-Chair)
 - Gary Sheppard (Treasurer)
 - Robert Goard (Secretary)
- 2.1.6 Planning advice has been provided during the development of the NDP by Stuart Miles at Vision Planning.
- 2.1.7 The views of residents were obtained from a Public Survey (PS) and from further public engagement opportunities. Views of local businesses, groups, and organisations were also obtained from surveys.
- 2.1.8 The NPSG has obtained technical support for the NP from Locality with work delivered by their preferred supplier AECOM. The areas of technical support are identified in the Evidence Base ([Appendix A](#)).



Figure 1 – Designated P&SB Neighbourhood Area

3 Planning Policy Context

- 3.1.1 [Section 38\(6\) of the Planning and Compulsory Purchase Act 2004](#) and [section 70\(2\) of the Town and Country Planning Act 1990](#) require planning applications to be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The current adopted development plan is the South Gloucestershire Local Plan, which comprises the Core Strategy (2013) and the Policies, Sites and Places Plan (2017). In this NDP, policies from the Core Strategy, and Policies, Sites and Places Plan are identified respectively with the prefixes CS and PSP. A new Local Plan is under preparation with a Regulation 19 draft being released for consultation in February 2025.
- 3.1.2 When this Neighbourhood Plan is made (i.e. it has been through a public examination process and then approved by the local community via a referendum) it will form part of the development plan for the Parish of Pilning & Severn Beach along with strategic planning documents including SGC's Core Strategy and Policies, Sites and Places Plan. These two latter documents will be replaced by SGC's new Local Plan when it is adopted.
- 3.1.3 The Core Strategy recognises the strategic importance of Severnside, which lies largely within the Parish, as an employment location, and notes that landowners within the area intend to expand. The Core Strategy also notes that the area is constrained by flood risk, important ecology, and archaeology, and that highway capacity and public transport accessibility are poor. It explains that SGC intends to prepare a master plan for the area, which has since been prepared and was published as the [Strategic Infrastructure-led Master Plan for Severnside \(SIMPS\)](#), in November 2022. In consultation with SGC on their new Local Plan, the NPSG is aware of the West of England Combined Authority (WECA) Growth Strategy produced in 2025 and their intention to produce a Spatial Development Strategy. However, it is understood neither will provide the level of detail for Severnside, provided by SIMPS.
- 3.1.4 The SIMPS provides a strategy for the area through to 2050. The NPSG was actively involved in the consultation for the masterplan attending presentations and meetings. The group submitted 74 comments in July 2022, with a further iteration of these in September 2022. Most of the comments were adopted and results in a close alignment between the masterplan and the objectives and policies of this NP.
- 3.1.5 The Core Strategy defines the Parish, other than Severnside, as a rural area. It further defines settlement boundaries around Severn Beach, Pilning and Redwick. Policies CS5 and CS34 support small scale development in these settlements, but

restrict development outside these boundaries, although it also explains that a Neighbourhood Plan may also alter the boundaries.

- 3.1.6 [Homes England](#) states that: *"Affordable housing includes homes for sale or rent and is for people whose needs are not met by the private market. Affordable housing is a key element of the government's plan to end the housing crisis, tackle homelessness and provide aspiring homeowners with a step onto the housing ladder. The Government's National Planning Policy Framework (NPPF) defines the types of affordable housing as Affordable Housing for Rent and Affordable Housing for Sale."*

SGC policy CS18 deals with affordable housing and states a commitment to improving affordable housing provision to meet housing need in South Gloucestershire. CS18 further requires developers to achieve 35% on-site affordable housing on all new housing developments, with a threshold in rural areas of 5 or more dwellings or 0.2 hectares. The completed [Housing Needs Assessment \(HNA\) report](#) supported this level. However, the NPPF has since issued revised guidance (paragraph 67b) which requires sites released from the Green Belt for housing need to deliver 50% on-site affordable housing. This requirement has been adopted in this NDP. Additionally, since the HNA was completed, the methodology has been changed by the Government, which supports the resulting figures as a minimum requirement.

- 3.1.7 The Core Strategy currently makes no reference to any housing requirement for Severn Beach or Pilning. However, Policy CS5 of the Core Strategy identifies that *'in rural areas communities will be empowered to shape the future of their own local area through opportunities presented by Neighbourhood Planning'*. Additionally, for rural areas, Policy CS34 identifies *'new limited development will be provided which meets local needs'*, The HNA demonstrates a local need.

- 3.1.8 The Core Strategy defines the Green Belt boundary, which includes much of the northern part of the Parish, including parts of Pilning and Redwick and all of New Passage. The existing policy CS5 relating to location of development in the Green Belt, is restrictive, where small scale infill development may be permitted within the settlement boundaries of villages. Settlement boundaries may be reviewed through Neighbourhood Plans. Other proposals for development in the Green Belt will need to comply with the provisions in the NPPF or relevant local plan policies in the Core Strategy. The NPPF was revised and re-issued in December 2024 and introduces the opportunity for land within the Green Belt as 'grey belt' to be considered for development.

- 3.1.9 The emerging Local Plan accepts that exceptional circumstances warrant alterations to the Green Belt to enable the delivery of additional homes and includes a policy hook to allow this to happen where identified in Neighbourhood Plans.

3.1.10 The West of England Combined Authority ([WECA](#)) Strategic [Green Belt Assessment](#) which forms a background paper to the emerging Local Plan notes that: "... the area contained between Pilning, Bank Road, the B4055 and the A403 to the north of Pilning, has some urbanising development which would limit harm if land in that area were released, even though a mature, well treed hedgerow creates relatively strong separation from the inset settlement."

3.1.11 For development in Green Belt, policy CS5 supports small scale infill within settlement boundaries of villages. Settlement boundaries will also be reviewed through Neighbourhood Plans. Proposals for development inside the Green Belt will need to comply with the provisions in the NPPF, which includes the identification of land as 'grey belt', or relevant Local Plan policies in the Core Strategy. The draft of the [New Local Plan](#) includes a policy hook to allow this to happen where identified in Neighbourhood Plans.

3.1.12 In relation to Green Belt and 'grey belt', the NPPF identifies:

"The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence."

3.1.13 Green Belt serves five purposes (as stated in paragraph 143 in the NPPF):

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.'

3.1.14 For 'grey belt' the NPPF states:

The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:

- a. *The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b. *There is a demonstrable unmet need for the type of development proposed;*
- c. *The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework;*
- d. *Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.*

The NPPF defines 'grey belt' as:

For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

- 3.1.15 The Policies, Sites and Places Plan includes policy PSP14 which aims to safeguard the delivery of the Severn Beach Station enhancement as part of the [Metro West Phase 1 programme](#).
- 3.1.16 The SGC Local Plan is the starting point for the P&SBNP, and then the Local Plan and NP combined are the starting point for making decisions about planning applications.
- 3.1.17 When a local planning authority determines a planning application it must also consider "material considerations." These include national planning policy and guidance in the NPPF and the National Planning Practice Guidance ([NPPG](#)), as well as emerging development plans (i.e. drafted but not made or adopted) such as the new Local Plan.
- 3.1.18 This Neighbourhood Development Plan has been prepared in accordance with the NPPF, published on 12th December 2024, and associated Guidance.

4 Pilning & Severn Beach Parish Context

4.1 Location and Features

- 4.1.1 The Parish of P&SB covers an area of approximately 1535 hectares and is situated in the southwestern corner of the unitary authority of South Gloucestershire. Located on the southern bank of the Severn Estuary, the parish boundary extends westwards into the estuary.
- 4.1.2 The main London Paddington to Swansea railway line runs east-west through the Parish and includes the eastern end of the Severn Tunnel.
- 4.1.3 The M4 Prince of Wales Bridge, built in the 1990's, has resulted in the new M4 section running east-west through the Parish. The M49 runs north-south through the Parish, interconnecting the M4 and the M5.



Picture 1 – M4 Prince of Wales Bridge looking south from New Passage

- 4.1.4 The main settlements of Pilning & Severn Beach are accompanied by smaller hamlets including: Redwick, New Passage and Northwick.
- 4.1.5 The Parish falls in the Severn and Avon Vales National Character Area (England) which is characterised by low-lying, flat, open agricultural vale landscape, with sparse woodland, traditional orchards and concentrations of lowland meadow and floodplain marshland.

- 4.1.6 The Severn Estuary is designated as a Ramsar site, Site of Special Scientific Interest, Special Area of Conservation and Special Protection Area.
- 4.1.7 The countryside has a network of drainage rhines which outflow into the estuary. The Parish is almost entirely within high flood risk zones, designated as Flood Zone 3, from either coastal (tidal) flooding or surface water (fluvial) flooding, which is addressed in this plan and has required significant consideration in its mitigation and in the design of new developments.
- 4.1.8 The Bristol and Bath Green Belt was established in 1947. It is intended to prevent urban expansion of the cities joining up with towns like Thornbury and Yate and to preserve the surrounding countryside.

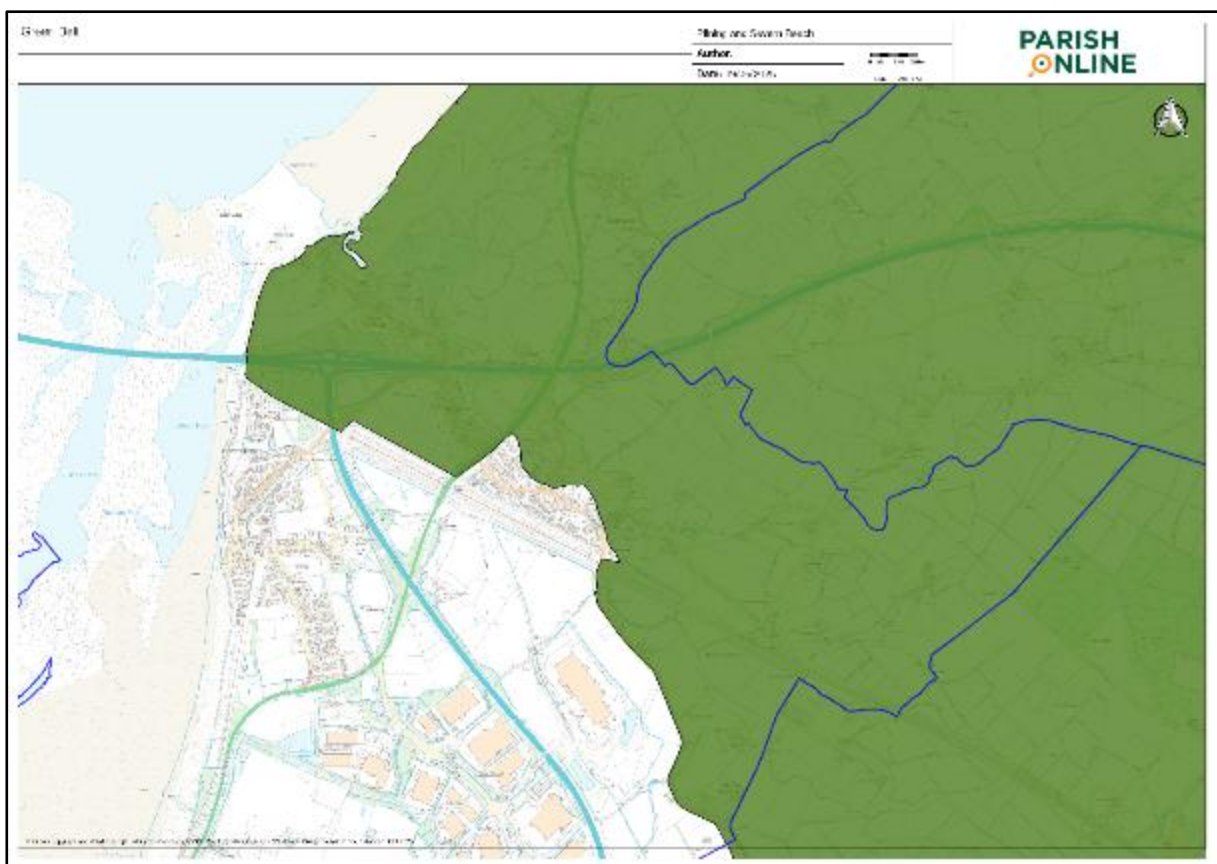


Figure 2 – Green Belt land in relation to the Parish.

- 4.1.9 The land to the north of Pilning (north of the Pill) and north of Severn Beach is within the Bristol and Bath Green Belt. The railway line to the south of Pilning provides a solid southern boundary stopping development. Therefore, the Green Belt to the north, presents a greater restriction on growth in Pilning than there is for growth in Severn Beach, which is addressed in this plan.

4.2 History

- 4.2.1 Prior to 1840, Pilning (including the areas of Northwick, Redwick and New Passage), and Severn Beach was very rural, consisting in the main of isolated farms. Initially with the Severn estuary crossing at New Passage and then the advent of the railways and Severn Tunnel, Pilning and its associated areas grew into residential areas. Severn Beach remained undeveloped until 1922 when the railway arrived there.
- 4.2.2 This created the opportunity to establish a seaside resort which boomed, attracting thousands of visitors at weekends. Residential properties were built and there were high numbers of holiday caravans and chalets. The tourist attraction thrived until the early 1960's when it was hit by severe storms and there was a general decline due to people having their own transport and taking holidays abroad. By the early 1970's visitors had stopped coming and many of the caravan parks were replaced by housing.
- 4.2.3 Both Pilning, and particularly Severn Beach, have grown, with small to medium residential developments and infill throughout the second half of the 20th century. But further increases in residential properties has largely ceased since the millennium. Pilning, Severn Beach and New Passage benefit from bespoke heritage trails. The heritage trails are well sign-posted and can be supplemented with an informative leaflet. They lead visitors through a variety of sites of historical interest.



Picture 2 – Shops in Beach Road in central Severn Beach



Picture 3 – Former Cross Hands public house and war memorial in central Pilning

4.3 Recent Developments and Past Planning Consent

- 4.3.1 The closure and sale of the extensive ICI chemical works site in the south of the Parish resulted in the re-development of the associated land and the realisation of the undeveloped 1957 planning consent ([planning reference number SG.4244](#), also see map Figure 3.). Large areas of commercial businesses, warehousing, and distribution in particular, have been constructed since the millennium and continue to be developed.

4.4 Amenities

- 4.4.1 The Neighbourhood Area (NA) has amenities including churches, village halls, playing fields, allotments, two primary schools, a doctors' surgery and pharmacy, pubs, cafes, village shops (one with post office), and two railway stations.



Picture 5 – Severn Beach Primary School on Ableton Lane



Picture 6 – St Peter's Primary School on Bank Road, Pilning

- 4.4.2 A significant number of public footpaths, along with cycle paths and bridleways, offer access to the surrounding countryside. The footpaths alongside the Severn Estuary in the Parish form part of long-distance National Trail now known as the King Charles III England Coast Path.



Picture 7 – The King Charles III England Coast Path between Severn Beach and New Passage

4.5 Demographic Profile

- 4.5.1 Data from the [2021 Census for the P&SB parish demographic profile](#) has been analysed and is summarised below:

- a) The Parish had a population of 3,609 in 2021 which is a decrease of 38 or 0.1% overall from 2011. While the total population is generally stable, the demographic composition has shifted since 2011.
- b) In 2021, 22.5% of the Parish population was aged 65 or over, compared to 16.3% in 2011. In 2021, 41.9% of the Parish was aged 50 or over, up from 38.5% in 2011.

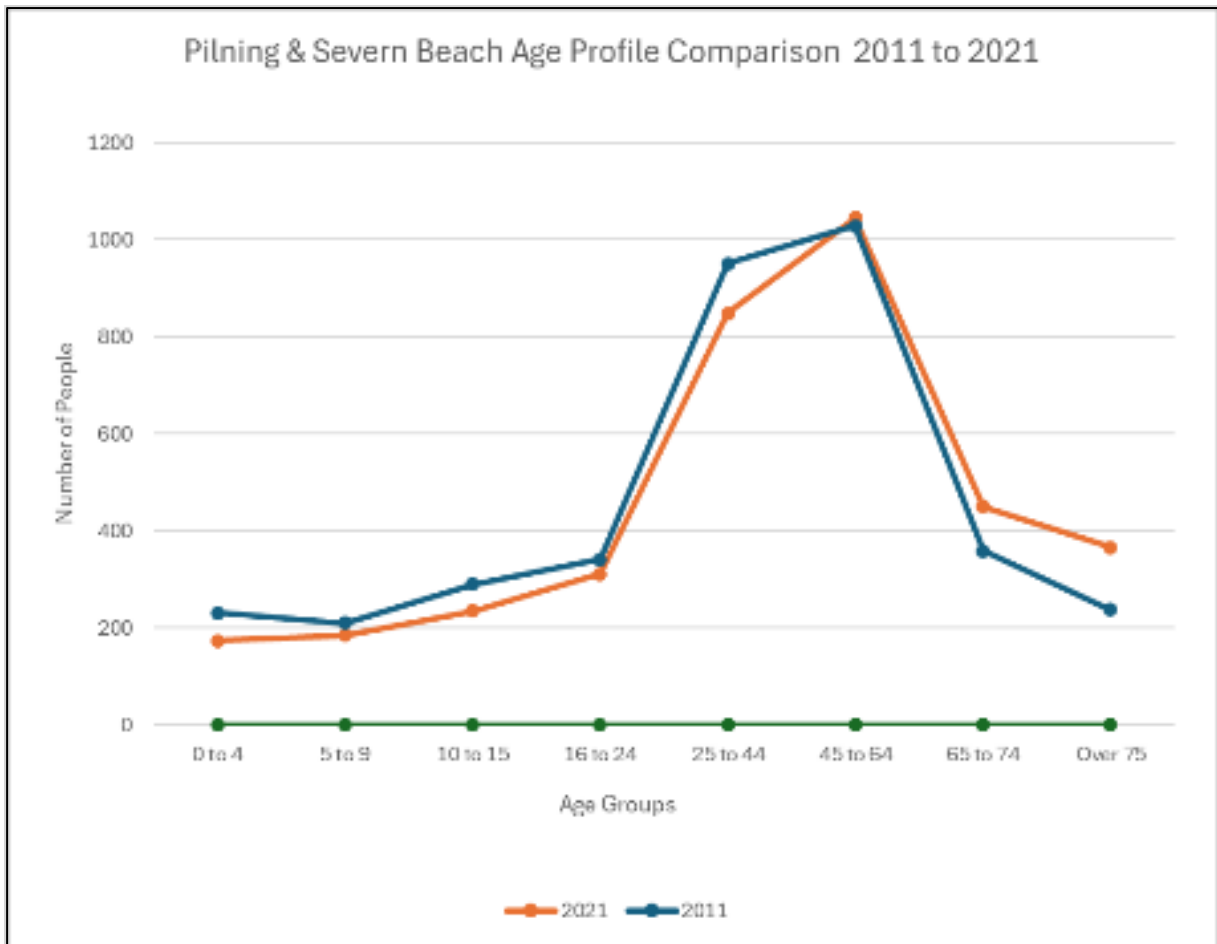


Figure 4 – Age profile chart for the Parish in 2011 and 2021

- c) These figures indicate that the aging population in the Parish exceeds both the local averages for South Gloucestershire and the national averages for England and Wales. This trend highlights a significant increase in the aging demographic within the Parish.
- d) 16.4% of the Parish population was aged under 15 in 2021 compared with 20.1% in 2011. This is lower than average for South Gloucestershire and England & Wales as a whole and has implications for schools, nurseries, and youth facilities. It also confirms that the Parish has an aging population. See Figure 4.

- e) Within the Parish, 17.5% of residents in 2021 were recognised as disabled under the Equalities Act. This compares to 16.3% for the whole of South Gloucestershire but is comparable to the national average.
- f) 99.8% of residents (3,601) lived in a household in 2021. 0.2% (8) live in a communal establishment.
- g) There were 406 one-person households (27.2%) in 2021. Of these, 45.4% are residents aged 65 years and over.
- h) 66.3% of homes were occupied by families in 2021 and of these 42% have dependent children.
- i) 63.7% of Parishioners lived in a single or 2-person household in 2021.
- j) 37.7% (565) households were owned with a mortgage, loan, or shared ownership in 2021 (compared to 35.8% in South Gloucestershire and 28.7% in England & Wales). 13.5% (203) were privately rented (compared to 13.9% in South Gloucestershire and 18% in England & Wales). 3.6% (54) were social rented accommodation (compared to 10.8% in South Gloucestershire and 8.7% in England & Wales). 42.4% (636) were owned outright in 2021 (compared to 36.6% in South Gloucestershire and 32.8% in England & Wales). The high proportion of home ownership indicates the Parish's aging population and its economic stability.
- k) 7.6% of households do not have a car or van compared to the South Gloucestershire wide figure of 12.3%. The semi-rural location of the Parish and its limited public transport options dictates the need for many households to own a means of independent transport.
- l) 63.6% (1,892) of residents aged 16 years and over were economically active in the week prior to Census 2021. 34.4% (1,025) were economically inactive, including 25.2% who were retired.
- m) Of those who were economically active, 26.8% worked from home and 11.1% travelled less than 5 kilometres to their place of work.
- n) A higher proportion of Parishioners lived in a detached property (33.7%) in 2021 when compared with South Gloucestershire (26.6%) or England & Wales (23.2%). 34.1% occupied semi-detached properties (South Gloucestershire 34.5%, England & Wales 31.5%). 19.3% occupied terraced properties (South Gloucestershire 25.5%, England & Wales 23.2%) and 5.1% occupied flats or maisonettes (South Gloucestershire 10.4% and England & Wales 16.7%). 5.9% occupied caravans or other mobile homes which is notably higher than the 0.7% in South Gloucestershire and 0.4% in England & Wales.

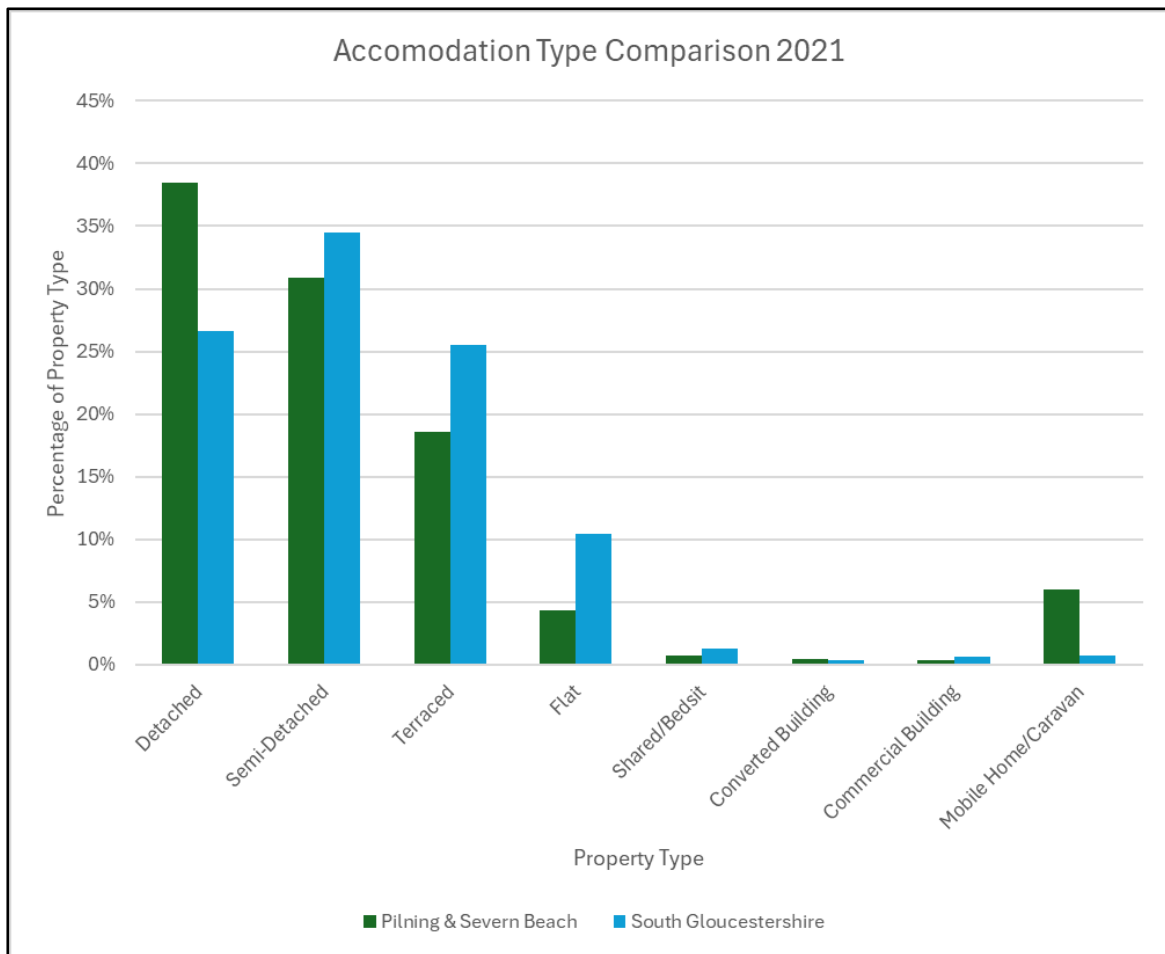


Figure 5 – Comparison of types of accommodation within the Parish.

4.5.2 Households in England and Wales were classified in terms of 'dimensions of deprivation,' based on four selected characteristics:

- a) Education: A household is classified as deprived in the education dimension if no one has at least level 2 education and no one aged 16 to 18 years is a full-time student.
- b) Employment: A household is classified in the employment dimension if any member, not a full-time student, is either unemployed or economically inactive due to long-term sickness or disability.
- c) Health: A household is classified as deprived in the health dimension if any person in the household has general health that is bad or very bad or is identified as disabled. People who have assessed their day-to-day activities as limited by long-term physical or mental health conditions or illnesses are considered disabled. This definition of a disabled person meets the harmonised standard for measuring disability and is in line with the Equality Act (2010).
- d) Housing: A household is classified as deprived in the housing dimension if the household's accommodation is either overcrowded, in a shared dwelling, or has no central heating.

- 4.5.3 Within the Parish, 50.9% of households (1,028) in Census 2021 were deprived in one or more dimensions compared to 46% for South Gloucestershire.
- 4.5.4 An analysis of Census 2021 data indicates that the Parish population is aging, that residents were generally healthy, were well employed and had an elevated level of high-quality home ownership. There was a larger proportion of retired persons living in caravans or mobile park homes than both the immediate local and national averages. In 2021 there appeared to be a notable shortage of care accommodation for the elderly, with under one third of that provided by the local authority and nationally.
- 4.5.5 Addressing housing needs and extra care challenges through small-scale development is a key rationale for this NDP's identification of sites for new residential projects.
- 4.5.6 Within the Parish, there is a significant reliance on use of private vehicles, with the 2021 Census showing only 7.6% of households do not have a car or van and the Public Survey (Q20 & Q21) showing low usage of local buses and trains. The NDP outlines resolutions for addressing issues related to roads, parking, and public transport.

5 Community Engagement and Consultation Statement

- 5.1.1 This Neighbourhood Development Plan is founded on extensive community engagement and supported by objective evidence collected throughout the process.
- 5.1.2 A significant aspect of community engagement involved distributing a [Public Survey](#) to every household in the Parish in November 2021. The survey results were extensively published and presented. Furthermore, during the first half of 2022, the NPSG directly contacted many Parish businesses, groups, and organisations to foster engagement.



Picture 8 – Public engagement at the NPSG Presentation Stands at SevernFest, July 2023

- 5.1.3 A Consultation Statement ([Appendix B](#)) has been produced in support of this NDP. It provides a summary of the community engagement undertaken and in particular, will provide the evidence of the Regulation 14 consultation.

6 Vision

The Vision for the P&SB NP outlined below captures the local community's priorities and aspirations for the period up to 2035. The Consultation Statement ([Appendix B](#)) details the development process and how the community's input was incorporated and agreed upon. Our vision is:

In 2035, the Parish of Pilning & Severn Beach will have retained its rural character and its sense of village communities. It will have preserved its green spaces, and improved access to countryside and the Severn estuary.

Some small-scale new development will have occurred to meet local needs. This development will have provided new market and affordable homes enabling young adults to remain, and some accommodation for older people to enable local residents to age in place.

These new developments, and the homes within them, will be well designed, attractive, and efficient places which build upon the existing sense of community. Important local community facilities and services, pubs and shops will have been protected, and in some cases new facilities will have been provided. All will support the sustainability of our community to the benefit of the wellbeing of residents.

Local public transport services and cycling and walking networks will have been improved. Visitors to the area will be encouraged and better accommodated.

The employment opportunities and strategic importance of Severnside is recognised, however its impact on local communities will have been reduced and mitigated to enhance the environment for all.

7 Objectives

7.1 General Objectives

- 7.1.1 The objectives for the P&SB Neighbourhood Plan, outlined below, are based on the overarching Vision and context described earlier. These objectives originated from key issues identified by the NPSG and were collaboratively developed and agreed by the local community, as documented in the Consultation Statement ([Appendix B](#)).
- 7.1.2 The objectives arise from local residents' desires to ensure that any new development aligns with community needs, preserves village identity, and promotes sustainability. They aim to support local residents who wish to remain and to attract young families to the community. New developments should be thoughtfully designed, safely accessible, and incorporate measures to reduce flood risk.
- 7.1.3 Furthermore, the objectives seek to safeguard and preserve the rural character and the unique qualities, such as the estuary environment and its views that make the parish appealing today, while also expanding the range and variety of local amenities.

7.2 New Housing Objectives

- 7.2.1 The identified objectives for new housing are:
- a) To meet identified local needs for housing up to 2035, including market housing, affordable housing, 2- or 3-bedroom houses designed for young families, and housing for older people. Overall, as indicated by the public survey there shall be a mix of 2-, 3- and 4-bedroom houses or apartments, of which at least 80% shall be 3 bedroom or less.
 - b) To provide well integrated and appropriately located developments, which enhance the character of our communities by a combination of small housing allocation sites and infill sites.
 - c) To ensure housing developments deliver the infrastructure for which they generate a need, and are well planned, attractively designed and of appropriate quality.
 - d) To seek to ensure that new homes make the best use of the latest sustainable design and technology, to minimise the use of environmental resources, and achieve carbon neutrality.

- e) To ensure that new homes are resilient to the impact of climate change and are safe from flood risk, and that these new developments do not increase the risk of flooding elsewhere.
- f) To seek to ensure new housing is designed to include an appropriate quantity of off-road parking to avoid congestion on surrounding roads.

7.3 Travel, Transport and Parking Objectives

7.3.1 The identified objectives for travel, transport and parking are:

- a) To seek to ensure necessary improvements in the highway network (roads, footpaths, and cycle ways) are in place ahead of new development to promote safety and ease of access, especially for public transport.
- b) To develop a new transport hub at Severn Beach Railway Station to provide car and cycle parking, drop off/pickup and improved bus/train connectivity.
- c) To seek to improve service levels and reliability of public transport.
- d) To support the delivery of improvements to the walking and cycle network throughout the Parish, to allow people to reach destinations efficiently and safely in the community.
- e) To seek to provide adequate parking for the central parts of the villages, for visitors to the sea wall and coastal path and to improve connections with public transport.
- f) To seek to ensure that new public and commercial parking areas make adequate provision for electric vehicle charging.

7.4 Community Facilities Objectives

7.4.1 The identified objectives for community facilities are:

- a) To maintain, protect and enhance existing community facilities, especially schools, local businesses, village halls, and open spaces.
- b) To seek to develop Pilning and Severn Beach Village Halls to meet a wider scope of needs, providing more space and better provision. Extension, rebuild or relocation all potential considerations.
- c) To seek to maximise the delivery of and contributions towards new community facilities through Core Strategy policy CS6, i.e. funding from new developments
- d) To seek to improve and diversify existing recreational spaces/ playing fields to encourage sports or exercise activities and provide additional biodiversity.
- e) To identify sites in Severn Beach where new retail facilities could be developed, including a public house and a takeaway outlet.
- f) To resist the loss of existing retail facilities e.g. pubs, shops, to non-retail use.

- g) To provide additional allotments for Pilning by identifying a new site or investing in the existing site to make more land available.

7.5 Large Commercial Developments Objectives

7.5.1 The identified objectives for large commercial developments are:

- a) To protect the Parish's existing communities from the impacts resulting from existing and proposed commercial development in the Severnside Enterprise Zone.
- b) To establish and protect a green buffer zone between residential properties and industrial development (see Figure 6) including those established in the [1995 Western Approach planning consent](#).

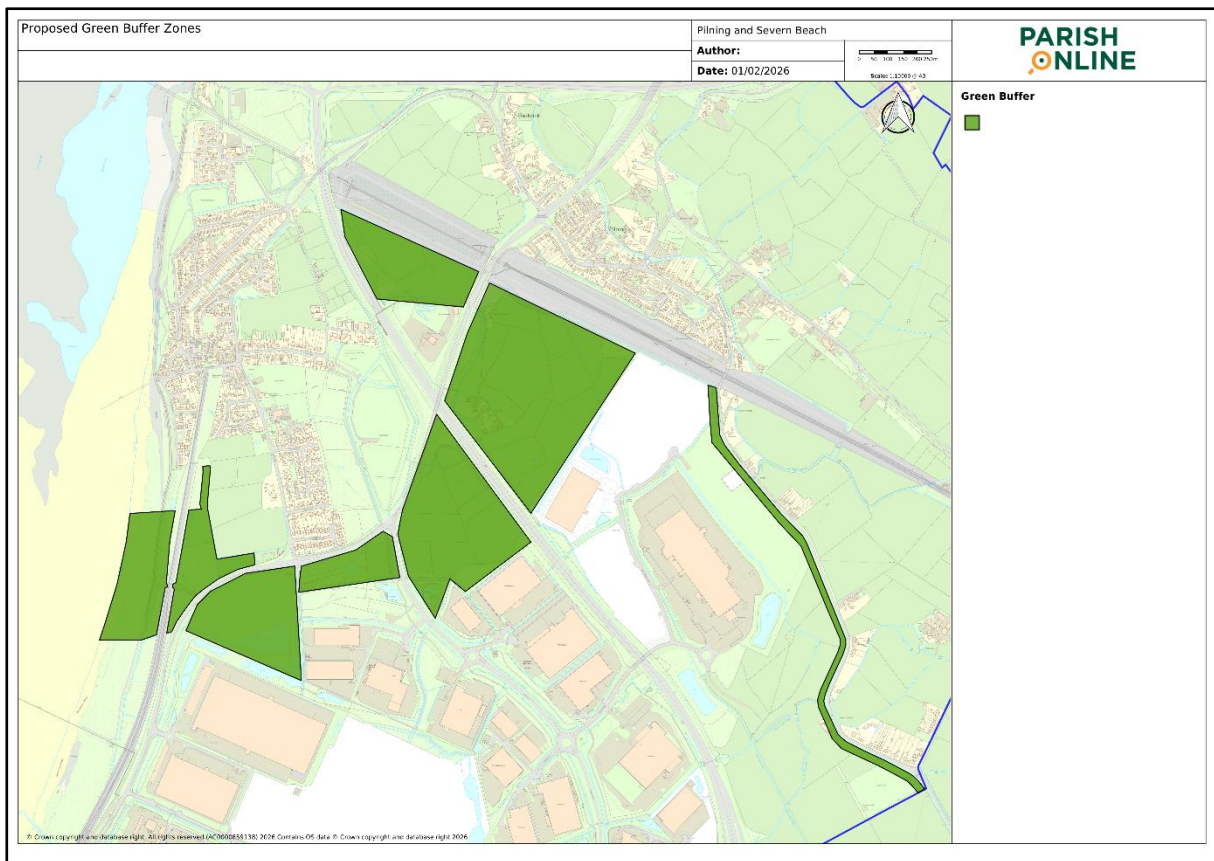


Figure 6 – Green buffer zone between residential and industrial developments.

- c) To ensure new planning applications for large commercial developments shall consider orientation of the sites to minimise impact of noise and light pollution to neighbouring residential areas.
- d) To reduce the harmful impact of large commercial developments on the environment and local residents' wellbeing through new planning applications, by encouraging the inclusion of measures to address; the

reduction of carbon emissions, improvement of energy security and flood mitigation.

- e) To ensure that adverse flooding impacts from commercial development on the residential dwellings within the Parish are presented in planning applications and appropriately considered prior or to planning approval.

7.6 The Environment, Countryside and Green Belt/Grey Belt Objectives

7.6.1 With regard to the environment and countryside objectives the NDP will seek:

- a) To protect, preserve, improve, and maintain access to the countryside.
- b) To enhance and encourage access to the waterfront and wetlands for residents and visitors.
- c) To maintain, enhance and preserve existing public green spaces.
- d) To include provision for an appropriate level of green infrastructure in proposals for new housing appropriate to the size of the development.
- e) To ensure that new housing is sustainably located throughout the Parish in each of the larger settlements of Pilning and Severn Beach
- f) In alignment with the NPPF some land adjacent to settlement boundaries in Pilning, currently located in Green Belt, shall be considered as 'grey belt' to allow new housing development.
- g) In alignment with the NPPF and the new Local Plan, the Green Belt boundaries shall be amended to remove some land adjacent to settlement boundaries in Pilning from the Green Belt to allow new housing development and to re-define the settlement boundary.

8 Policies

8.1 Housing and Site Allocations Policies (H1 to H11)

8.1.1 Policy Background

8.1.2 A need for additional housing was considered as a key issue at an early stage of the NP process to address the requirement for some natural growth, e.g. housing for the next generation of existing residents as well as downsizing and care options for older residents. There has been no significant housing development within the Parish for 20 years.

8.1.3 Additionally, the recent and continuing significant growth of the local industrial parks was recognised by the NPSG. The SIMPS estimates a potential further increase of 12,000 jobs, whilst the draft Local Plan forecasts 25,000 new jobs being

needed between 2023 and 2043 for which 82% of available land for industrial jobs and 95% of land for warehousing and logistics is in Severnside. The draft Local Plan does not provide adequate provision for new housing locally to support these increasing numbers of local jobs.

- 8.1.4 The NPSG has confirmed that there is no strategic allocation for new housing within SGC's draft Local Plan for P&SB or for other parishes of a comparable size.
- 8.1.5 The NPSG commissioned a [Housing Needs Assessment](#) (HNA) [Ref. 1] through Locality Technical Support, to objectively determine need through the plan period. The HNA identified:
- a) The need for 246 new dwellings includes a minimum of 35% designated as affordable for sites with five or more dwellings. This affordable housing requirement is based on SGC Core Strategy policy CS18 and was endorsed by residents in the Public Survey, with less than 18% of respondents expressing disagreement.
 - b) It is acknowledged that in the Government's Planning Practice Guidance notes that affordable housing can only be required on sites where 10 or more homes will be provided, or where the site area is 0.5 hectares or more.
 - c) An additional 30–41 specialist homes for older people will be needed by 2035. This includes housing specifically for older people that includes an element of on-site care, often including nursing care. This can range from accommodation typically described as Assisted Living, Extra Care, or a Care Home, or alternatively could be delivered by smaller house types and housing capable of adaptation or meeting accessibility standards.
 - d) The HNA assumes that today's existing population needs for specialist homes for older people have been met. This is not the case as indicated within the demographics section of the NDP. Therefore, the 30–41 units of provision may underestimate future need and should be considered as a minimum requirement.
- 8.1.6 While it is important to maximise the accessibility of all new housing, it is particularly important for specialist housing for older people to be provided in sustainable, accessible locations, for several reasons, as described in paragraph 375 of the HNA. This approach is supported by consultancy DLP's Strategic Planning Research Unit '[The Older Persons Housing Needs Model](#)'
- 8.1.7 Addressing the accessibility of suitable housing for the Parish's elderly residents is crucial for its future well-being. Currently, Faith House in Severn Beach, which accommodates only 10 residents, is the sole nursing home within the Parish. The owners have expressed interest in expanding or establishing a sister facility to meet the growing demand for such services. The closest alternative care facilities are located in Old Down and Almondsbury.



Picture 9 – Faith House Care Home on Station Road, Severn Beach

- 8.1.8 Both the Public Survey and the review of local demographic data indicate that the average age of the Parish population is rising. Additionally, once residents settle in the Parish, they tend to be reluctant to move away. See Figure 3 (Section 4.5).
- 8.1.9 Until 2012, Ableton Court, located adjacent to the Primary School in Severn Beach, offered 25 supported flats and bedsits predominantly occupied by elderly residents. The housing association that owned the building forced residents to leave with plans to demolish it, without providing alternative sheltered accommodation nearby. Although Ableton Court still exists, its condition has deteriorated, and it is now used for social housing and is in a poor state of repair.



Picture 10 – Ableton Court in Severn Beach

- 8.1.10 Clusters of warden-supported sheltered units, where residents aim to live independently, could offer a viable solution. However, it is considered that the most suitable approach could be a single site near the doctors' surgery and pharmacy in Pilning. This location would ensure convenient access to medical facilities, as well as the village shop, church, and bus services within easy walking distance. Additionally, Pilning's lower flood risk compared to Severn Beach makes it an even more favourable choice.



Picture 11 – Pilning Surgery and Pharmacy on Northwick Road, Pilning

- 8.1.11 Considering the sustainability requirements for both villages and maintaining the proportional size ratio between Pilning and Severn Beach, the target capacity for new dwellings should be allocated approximately in proportion to their respective sizes.
- 8.1.12 Residents expressed a preference to preserve the villages' character and, consequently, it is recommended that new housing developments be modest and incremental rather than large-scale projects. The allocation of new homes should be proportionate to the current sizes of Pilning and Severn Beach, with a ratio of approximately 40:60, depending on available sites.
- 8.1.13 The SGC Core Strategy defines infill development as the development of a relatively small gap between existing buildings, normally within a built-up area.
- 8.1.14 The NPPF outlines specific circumstances where infill development, especially limited infilling in villages or redevelopment of previously developed land, is considered acceptable and not considered inappropriate development. Paragraph 154 e) of the NPPF explains that "limited infilling in villages" is not inappropriate in the Green Belt. Furthermore, the NPPF allows the redefining of Green Belt land as 'grey belt' to allow development.

- 8.1.15 Consideration has been given to whether housing sites can provide necessary infrastructure, such as new roads or upgrades.
- 8.1.16 By adopting this NDP, P&SB will directly benefit from 25% of the revenue generated through the Community Infrastructure Levy (CIL) paid by developers, compared to the current 15% allocation, with the remaining funds going to SGC. This increase in CIL revenue will provide the Parish Council with additional resources to enhance local infrastructure and amenities.
- 8.1.17 Infrastructure can also be delivered as part of development through [Planning Obligations](#), which require applicants to provide specific infrastructure or contribute funds towards infrastructure at designated times. This process is formalised through a legal agreement called an S106 Agreement, typically between the applicant and SGC.

Planning Obligations must be:

- a) necessary to make the development acceptable in planning terms.
 - b) directly related to the development.
 - c) fairly and reasonably related in scale and kind to the development.
- 8.1.18 For Flood Risk, reference is made to [SGC's Level 1 Strategic Flood Risk Assessment](#).
- 8.1.19 Flood mitigation has been addressed by the NPSG through the development of a documented [Sequential Test](#) and by a [Level 2 Strategic Flood Risk Assessment](#) (SFRA) for the Parish produced by independent flood risk consultants. These mitigation strategies and flood risk policies are detailed in section 8.3 of this NDP.



Picture 12 – New housing in Severn Beach designed with flood mitigation.

8.1.20 On 17th October 2022 SGC indicated that due to the potential scope of the NP to deliver 246 dwellings, both a [Strategic Environmental Assessment](#) (SEA) and [Habitats Regulations Assessment](#) (HRA) would likely be required, with a formal screening opinion to be made when a final draft of the NDP was available. AECOM was commissioned by Locality to undertake an SEA Scoping Report which was completed in February 2023. Given the delays in the availability of remodelled flood data, work did not re-start on the SEA until June 2025 with the SEA Environmental Report issued to accompany the Regulation 14 version of the Neighbourhood Development Plan. Post-Regulation 14 consultation the SEA was amended and re-issued in February 2026 to recognise that the site for policy H9 is a designated Site of Nature Conservation Interest (SNCI).

8.1.21 The SEA report concluded overall, there are significant positive effects in regard to:

- community wellbeing

The report concluded overall, there are minor positive effects in regard to:

- supporting priority habitats and ecological networks

- climate resilience, reducing negative effects related to climate change and flood risk
- the historic environment
- landscape, supporting the resilience and quality of local villagescape character and distinctiveness
- transportation and movement

8.1.22 Although the report concluded overall, there were no significant effects to land, soil and water resources anticipated, it was noted that the draft NDP did not make provisions in relation to water quality. Therefore, it was concluded there could be minor negative effects in regard to substances entering the water system. However, the NDP has since been amended to address water quality in the appropriate policies.

8.1.23 Recommendations in the report that Policy H3 in this NDP is revised to acknowledge the importance of the site to social, amenity or community value land has been adopted. Furthermore, recommendations that policies H1, H2 and H3 are updated to add specific stipulations linked to protecting the water environment have been implemented as have other policies for sites adjacent to water courses.

8.1.24 Work did not commence on the HRA until June 2025 when AECOM was commissioned by Locality. [The Habitats Regulations Assessment Report](#) was issued in August 2025 to accompany the Regulation 14 version of the Neighbourhood Development Plan. The purpose of the report is to inform the NPSG and SGC of the potential effects of the NDP development on Habitat sites ((Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and Ramsar sites (designated under the Ramsar convention))), formerly referred to as European sites, and how they are being or should be addressed in the NDP.

8.1.25 The report concluded, for the most part there were no recommendations for changes to the Neighbourhood Plan. However, regarding impacts on functionally linked land for Severn Estuary SPA/Ramsar, it was recommended that wording was included into appropriate policies of the Neighbourhood Plan that requires applicants for greenfield sites (and particularly grassland sites) to undertake botanical survey to determine whether the site is suitable to support wintering waterfowl and waders. If so, it should be subject to non-breeding bird survey to confirm its significance, followed by any necessary offsetting habitat creation. Whilst agreeing fully with the principle, the NPSG concluded that there is only one proposed site, Land West of Ableton Lane, Severn Beach, addressed by Policy H8, which can be appropriately identified as a greenfield, grassland site. The policy H8 has been amended accordingly.

- 8.1.26 The report stated that with these recommendations incorporated, it can be concluded that the Pilning and Severn Beach NP would not adversely affect the integrity of any Habitats site, either alone or in-combination with other plans and projects.
- 8.1.27 Green Belt areas adjacent to settlement boundaries, particularly in Pilning, restrict new development. In line with the NPPF, this NDP seeks to identify land as 'grey belt' to allow development. Additionally, it make minor adjustments to local Green Belt boundaries. The objectives and policy (ECGB1), which involve establishing fully evidenced and justified exceptional circumstances, are detailed in the Environment, Countryside and Green Belt section of the NDP.
- 8.1.28 A Grey Belt Review has been considered for the sites H1, H2 and H3 in this NDP. It is concluded that none of these sites contribute to attributes of the Green Belt NPPF paragraph 143 a), b) or d), namely:
- a) to check the unrestricted sprawl of large built-up areas
 - b) to prevent neighbouring towns merging into one another
 - d) to preserve the setting and special character of historic towns

Footnote 7 of the NPPF identifies where Grey Belt may exclude land where the application of policies relating to the areas or assets would provide a strong reason for refusing or restricting development including: habitats sites and/or designated as Sites of Special Scientific Interest; Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest; and areas at risk of flooding or coastal change.

The above reasons either do not apply to policies H1, H2 and H3 or have been appropriately addressed by the conditions within the policies, e.g. for H1 which is a local green space (as a playing field) the policy affords both partial retention, replacement and enhancement of the amenity.

This Grey Belt Review concludes that H1, H2 and H3 should be appropriately considered as grey belt and suitable for development as specified in their relevant policies. Landowners/agents should provide at planning application stage any relevant additional information for their site that supports this Grey Belt Review.

- 8.1.29 Design codes have been established through the production of the document titled [Design Codes and Guidelines](#). The resulting design policy (D1) is detailed in Section 8.2 of this NDP.
- 8.1.30 The Design Policy (D1 in section 8.2) mandates that everyone involved in constructing new dwellings must uphold high standards of design and construction. They should adhere to the guidelines set out in the [Design Codes and Guidelines](#) and ensure their work aligns with existing designs identified in the [Character Assessments](#).

- 8.1.31 A blend of contemporary, smart design with respect for traditional character, materials, and layouts across the Parish will foster ongoing improvements. This approach will enhance the local standards adopted for future construction, insulation, and environmental practice. Parking Standards should align with those identified in the adopted SGC Policies, Sites & Places Plan. Parking requirements are stated in the policies as 2 spaces per dwelling sized at 2 to 4-bedroom. In the event that 1-bedroom or 5-bedroom dwellings are accommodated, these should have respectively 1 and 3 parking spaces. Visitor parking spaces should accord with the SGC Policies, Sites & Places Plan of 0.2 spaces per dwelling.
- 8.1.32 The current settlement boundaries of Pilning, Redwick, and Severn Beach shall be revised to incorporate the designated development sites identified in this NDP, as per policy CS5. These revisions will include any land between these sites and the existing boundaries, as well as land in between, ensuring the new boundaries are consistently shaped. The policy (ECGB3) concerning amendments to settlement boundaries together with maps in Figure 22 and Figure 23 showing the details of the amendments can be found in Section 8.7 of this NDP.
- 8.1.33 Having established at an early stage in the NP process that there was a need for various development types including housing, retail, and car parking, it was necessary to identify potential sites within the Parish.
- 8.1.34 Identification came through three routes. Firstly, using the list of sites, wholly or partially in the Parish submitted in the SGC call for sites in 2018 and updated in 2020 (site reference numbers from this source are prefixed 'SG'). Secondly, from the NPSG call for sites publicised and issued in June 2022 (site reference numbers from this source are prefixed 'CfS'). Lastly, by suggestions from parishioners and from within the membership of the NPSG (site reference numbers from this source are prefixed 'NP'). A total of 51 sites have been identified during the course of the Neighbourhood Plan.
- 8.1.35 For sites not arising through call for sites, checks were made on their availability by contacting landowners. All available sites were then coarse screened for suitability, on the basis of location and sustainability. Outlying sites, disconnected from settlement boundaries and therefore well-away from the centres of Pilning or Severn Beach were filtered out. This was ratified in the first stage of the Site Evaluation performed by AECOM through Locality in 2023. A summary of all sites considered and where appropriate reasons for exclusion from the NP, is given in [Record of Identified Sites Initial Assessment Decisions](#).
- 8.1.36 From June 2025, information for the sites in the draft of this NDP was used as the basis for further site assessment to be undertaken by AECOM through Locality. The site conditions and matters in planning to be addressed for the sites retained

in this NDP, identified by the NPSG and AECOM, have been captured in the relevant site policies H1 to H9, and TTP1 to TTP4.

- 8.1.37 Other assessment criteria in evaluation of sites have included environmental, ecology and habitat issues as addressed by SEA and HRA. Additionally, heritage issues were considered in accordance with Historic England guidance. Although there are relatively few listed buildings in the Parish, any heritage assets near to proposed sites have been considered and any related policies reviewed to reflect how they will not impact harm to those assets.
- 8.1.38 The process of screening out sites that are not in or adjacent to settlement boundaries and located in the Green Belt has resulted in some small infill sites and a barn conversion site not being included in this NDP. These sites are identified in the Record of Identified Sites Initial Assessment Decisions and should be considered as supported by the NP should they come forward in future planning applications.
- 8.1.39 Table 1 presents a sample of responses from the [Public Survey \(PS\)](#) and Business, Group, and Organisation Survey (BGOS), serving as supporting evidence related to new housing developments.

Table 1: Sample responses from surveys relevant to New Housing

Survey Reference	Supporting Response
PS Q11	The public recognised these reasons for needing new housing: people to enter the property market, people working locally to be able to live locally, older residents to downsize and growing families to remain in the Parish.
PS Q16	Less than 18% disagreed that there is a need for a level of affordable housing of at least 35%
PS Q10, Q3, Q50	An 8% potential need was identified for sheltered retirement accommodation. Additionally, responses indicate that the Parish has an ageing population.
PS Q17	The public recognised a need for dwellings of different sizes with 2- and 3-bedroom houses being the highest response (60%)
PS Q2, Q4	Only 1.5% of households included members who were on the housing register, indicating a low demand for social housing. Whilst home ownership at 90% indicated a dominant model for properties in the parish, but at the same time a shortage of rental property.
PS Q7, Q8, Q9	Around 28% of households have members who will need to move within the next 5 years. The largest age group needing to move were young people wanting to live independently.
PS	There was strong (92%) support for new housing to include adequate off-road parking related to the size and type of property.
PS Q3, Q12	The countryside/outdoor environment and rural communities were amongst the strongest reasons why people liked living in the Parish. 90% of responders having been resident for 3 years or more. They did not want to see it changed by overdevelopment with houses (large estates) and especially industrial businesses and warehousing.

BGOS - general	Almost without exception all identified that an increase in population would be beneficial to their organisation
BGOS - large businesses	The large businesses supported the need for additional and affordable housing for employees.
BGOS - schools	Local schools are undersubscribed and would welcome young families to the Parish. St Peter's Pilning has a capacity of 210 pupils and is currently operating at 165. Severn Beach has a capacity of 180 pupils and is currently operating at 135. Shortfall in pupil numbers was identified as the biggest risk to the local schools. Marlwood school has a continuing downward trend of being undersubscribed.

8.1.40 The housing and site allocation policies H1 to H9 are identified below as well as policy H10 for infill housing sites and policy H11 for sheltered accommodation for the elderly:

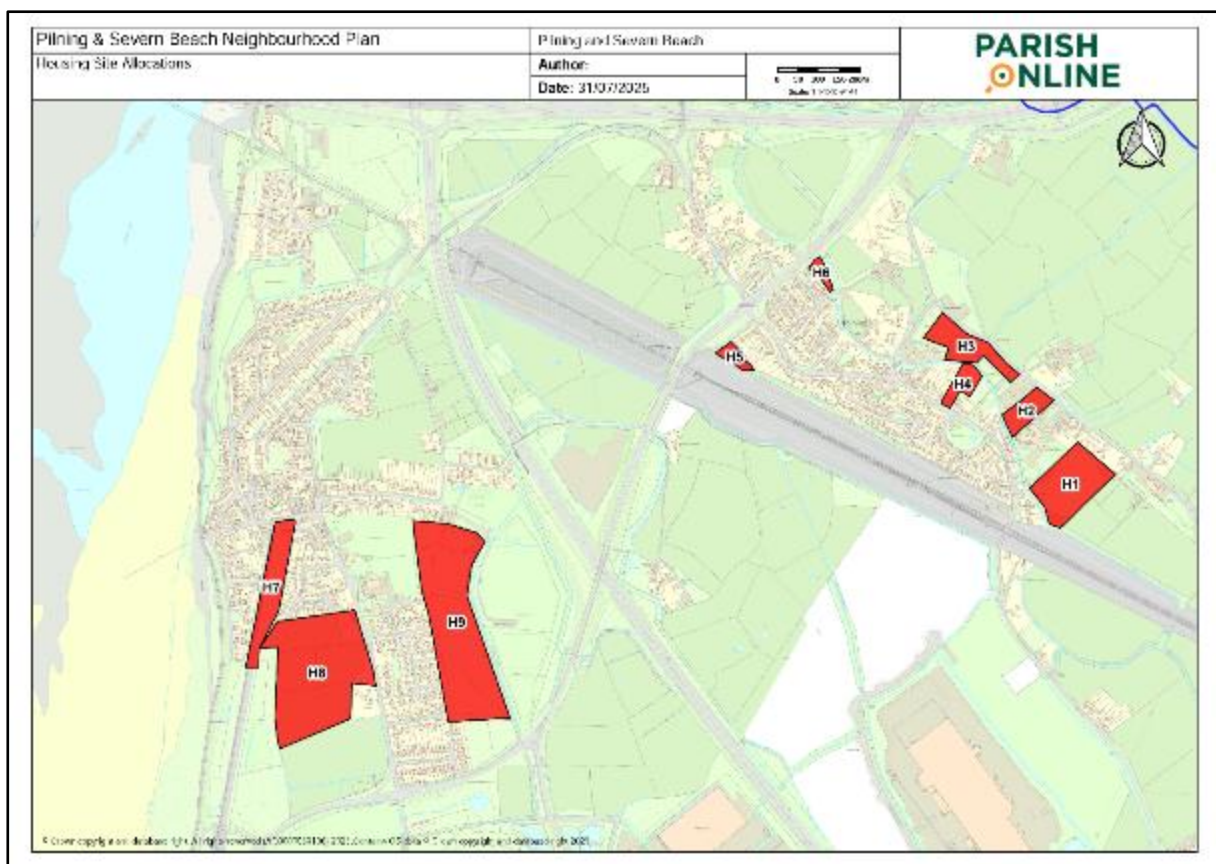


Figure 7 – Location of proposed sites for housing development

8.1.41 Site Allocation Policy H1: Land at Pilning Playing Field

Basic Site Information	
H1. Site References:	SG807 / NP13
Name:	Land at Pilning playing field.
Identified Use for Site:	Allocated for partial residential development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	19459348
Site Area:	2.29 Hectares
Settlement Boundary:	The site is located adjacent to the settlement boundary.
Green Belt:	The site is located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H1: Land at Pilning playing field.

The land at Pilning playing field will only be developed by the owner under the control of P&SBPC, for up to 30 homes provided that Grey Belt designation and/or Green Belt removal is secured and all policy requirements are met, including flood risk compliance, 50% affordable housing, appropriate design and access, retention or replacement of recreational space, and delivery of biodiversity and infrastructure provisions, as detailed below, where:

- i) The Grey Belt Review in this NDP (8.1.28) concludes this site to be appropriately identified and considered as 'grey belt' and therefore suitable for development'. Otherwise, the removal of the land from Green Belt is completed as addressed by the Green Belt Policy ECGB1 within this NDP. Should the making of the new Local Plan containing the policy hook allowing removal of land from the Green Belt come after the making of this NDP, the formal removal of this site from the Green Belt and any development will need to wait until such time that the Local Plan containing the policy hook is made.
- ii) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- iii) It conforms with levels of affordable housing required by the NPPF at 50% for sites removed from Green Belt. There should be a mix of 2-, 3- and 4-bedroom houses or apartments, of which at least 80% must be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced.
- iv) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- v) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more.
- vi) Suitable access arrangements are proposed off of Cross Hands Road, or by way of a new access off Bank Road, and include segregated footways.
- vii) The development must retain a recreation area for children to play and for dog walking. This retained recreational area must be as a minimum, be one third of the area of the existing field. The area to be developed does not include the land occupied by the village hall. Unless an assessment is carried out which demonstrates that it is surplus to demand / need, the loss resulting from the proposed development shall be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Although unable to disclose alternative sites within the plan for reasons of commercial confidentiality, the NPSG has assurances of land availability at other Green Belt land locations in the Parish.
- viii) A detailed site plan is provided. This must define how much of the existing community facilities would need to be relocated. Average density should be consistent with that of similar developments in Pilning, e.g. Cranmore Green and appropriate to the site's constraints and opportunities.
- ix) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- x) At planning application, proposals should demonstrate through a landscape and visual impact assessment that the importance of the site within the Pilning Levels Character Area has been understood and how the development will respond to this through design, layout, materials etc.

Policy H1: Continued

- xi) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design, and a strategy to minimise disturbances to the water environment of the adjacent Pill watercourse and to protect it from materials, pollutants and waste during the construction and operational phases of development.

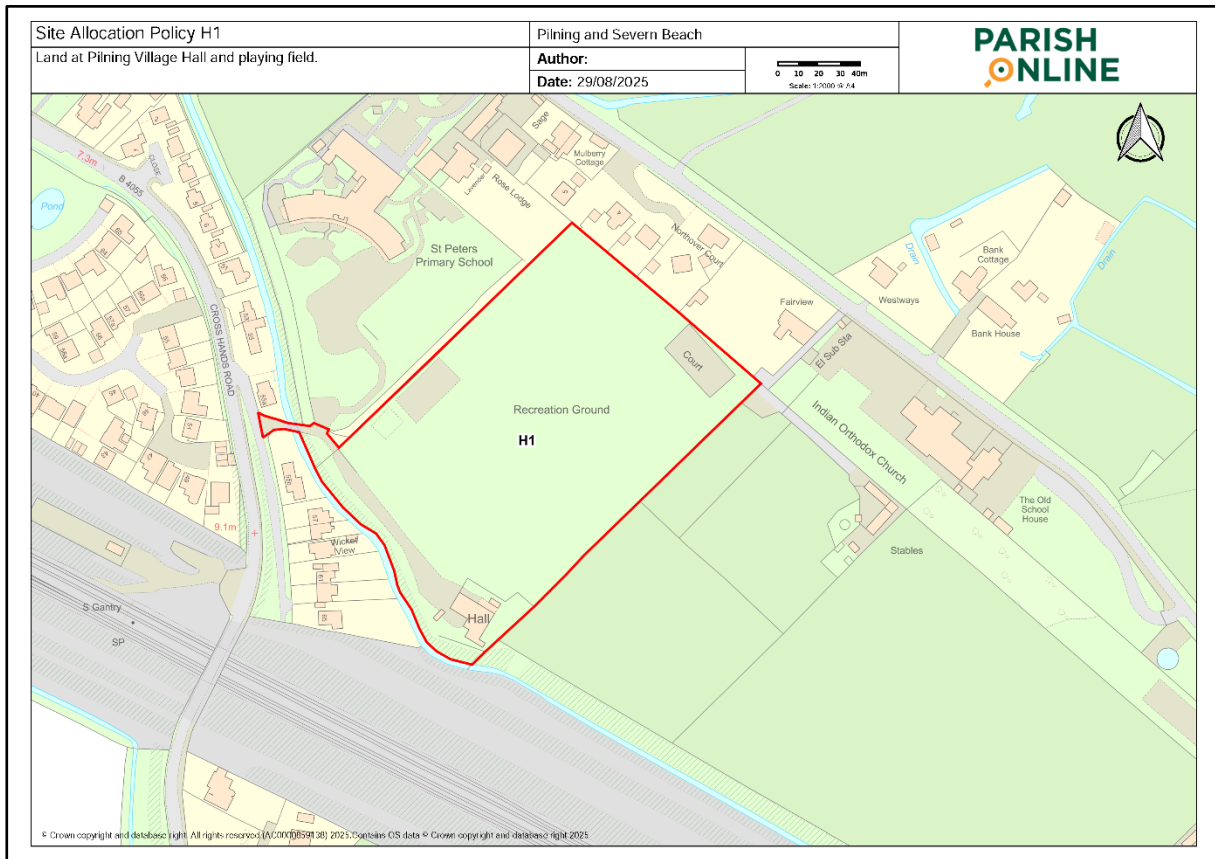


Figure 8 – Site Allocation Policy H1: Land at Pilning Playing Field

8.1.42 Site Allocation Policy H2: Land West of St Peter’s School, Bank Road, Pilning

Basic Site Information	
H2. Site Reference:	Site SG136/ NP14
Name:	Land West of St Peter’s School, Bank Road, Pilning
Identified Use for Site:	Allocated for a residential development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	19444122 + 19444698 + 53337382
Site Area:	0.7005 hectares
Settlement Boundary:	The site is located adjacent to the settlement boundary.
Green Belt:	The site is located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H2: Land West of St Peter’s School, Bank Road, Pilning.

Land West of St Peter’s School, Bank Road, Pilning (identified on Figure 9 below) is allocated for a residential development for up to 25 dwellings. Proposals which deliver this scale of dwellings will be supported where:

- i) The Grey Belt Review in this NDP (8.1.28) concludes this site to be appropriately identified and considered as ‘grey belt’ and therefore suitable for development’. Otherwise, the removal of the land from Green Belt is completed as addressed by the Green Belt Policy ECGB1 within this NDP. Should the making of the new Local Plan containing the policy hook allowing removal of land from the Green Belt come after the making of this NDP, the formal removal of this site from the Green Belt and any development will need to wait until such time that the Local Plan containing the policy hook is made.
- ii) The development proposal must substantially accord with the provisions of the Neighbourhood Plan’s Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- iii) It conforms with levels of affordable housing required by the NPPF at 50% for sites removed from Green Belt. There should be a mix of 2-, 3- and 4-bedroom houses or apartments, of which at least 80% must be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced.
- iv) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- v) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more.
- vi) Suitable access arrangements are proposed off of Bank Road. A two-way road shall be created into the development which should have segregated footways on both sides.
- vii) A layby is provided across the north end of the site alongside Bank Road, to assist safe parking for the Primary School
- viii) A detailed site plan is provided. Average density should be in keeping with nearby developed areas and appropriate to the site's constraints and opportunities.
- ix) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- x) At planning application, proposals should demonstrate through a landscape and visual impact assessment that the importance of the site within the Pilning Levels Character Area has been understood and how the development will respond to this through design, layout, materials etc.
- xi) Development must respect the wider setting of nearby heritage assets of St Peter’s Church, its gates and Cranmoor Villa, particularly if flood-resilient design may introduce scale or form that is out of keeping with the local character. Proposals must demonstrate how cumulative impacts—especially in relation this allocation, and H3 and H4—have been considered and mitigated to preserve the significance and setting of designated assets.
- xii) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design, and a strategy to minimise disturbances to the water environment of the adjacent Pill watercourse and to protect it from materials, pollutants and waste during the construction and operational phases of development.

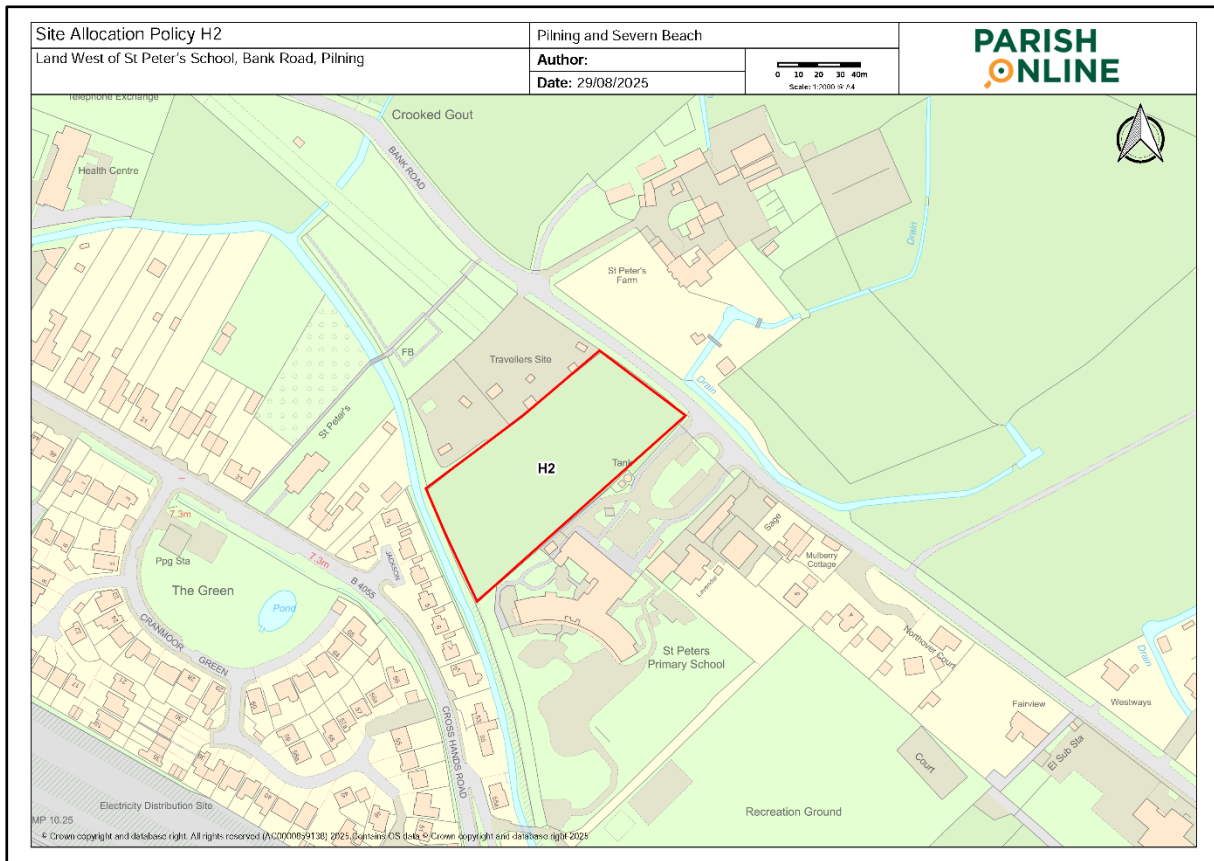


Figure 9 – Site Allocation Policy H2: Land West of St Peter's School, Bank Road, Pilning

8.1.43 Site Allocation Policy H3: Land behind surgery and allotments, Pilning

Basic Site Information	
H3. Site Reference:	SG8o8/NP15
Name:	Land behind surgery and allotments, Pilning.
Identified Use for Site:	Allocated for a residential development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	52758642 + 52757697 + 19433333 + 19439995,
Site Area:	0.6198 + 0.1211 + 0.737 + 0.1168 = maximum 1.5947h
Settlement Boundary:	The site is located adjacent to the settlement boundary.
Green Belt:	The site is located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H3: Land behind surgery and allotments, Pilning.

Land behind surgery and allotments, Pilning (identified on Figure 10 below) is allocated for a residential development for up to a maximum 41 units of sheltered accommodation (specialist homes for older people) and up to 30 dwellings. Proposals which deliver this scale of dwellings will be supported where:

- i) The Grey Belt Review in this NDP (8.1.28) concludes this site to be appropriately identified and considered as 'grey belt' and therefore suitable for development'. Otherwise, the removal of the land from Green Belt is completed as addressed by the Green Belt Policy ECGB1 within this NDP. Should the making of the new Local Plan containing the policy hook allowing removal of land from the Green Belt come after the making of this NDP, the formal removal of this site from the Green Belt and any development will need to wait until such time that the Local Plan containing the policy hook is made.
- ii) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect. Land raising and/or sequential approach must be applied, for allowing mitigation for any ground floor sleeping accommodation.
- iii) It conforms with levels of affordable housing required by the NPPF at 50% for sites removed from Green Belt. Sheltered accommodation should comprise of units of mostly 1-bedroom apartments, supported by shared social areas. Alternatively, provision of accommodation for the elderly could be delivered by smaller house types capable of adaptation or meeting accessibility standards. Other dwellings should be a mix of 2-, 3- and 4-bedroom houses or apartments, of which at least 80% must be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced.
- iv) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- v) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more.
- vi) Suitable road access arrangements are proposed off of either Northwick Road or Bank Road into the developments with segregated footways. For the allotment land, a two-way road should be created from Bank Road into the development with segregated footways on both sides.
- vii) For the allotments part of the site, unless an assessment has been carried out which demonstrates that they are surplus to demand / need, the loss resulting from the proposed development shall be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Although unable to disclose alternative sites within the plan for reasons of commercial confidentiality, the NPSG has assurances of land availability at other Green Belt land locations in the Parish. Allotments are of high importance to social, amenity and community value. Therefore, replacement allotments shall be made available prior to development and shall offer an increase on the current provision and have the scope of improved horticultural conditions.
- viii) There continues to be no requirement identified by the Parish Council for the extension of the cemetery.

Policy H3: Continued

- ix) A detailed site plan is provided. Average density should be in keeping with nearby developed areas and appropriate to the site's constraints and opportunities.
- x) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- xi) At planning application, proposals should demonstrate through a landscape and visual impact assessment that the importance of the site within the Pilning Levels Character Area has been understood and how the development will respond to this through design, layout, materials etc.
- xii) Development of the part of the site occupied by the allotments must respect the wider setting of nearby heritage assets of St Peter's Church, its gates and Cranmoor Villa, particularly if flood-resilient design may introduce scale or form that is out of keeping with the local character. Proposals must demonstrate how cumulative impacts especially in relation this allocation, and H2 and H4 have been considered and mitigated to preserve the significance and setting of designated assets.
- xiii) It is recognised that the site H3 is in multiple ownership and therefore the site is likely to be delivered in separate smaller schemes.
- xiii) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design, and a strategy to minimise disturbances to the water environment of the adjacent Pill watercourse and to protect it from materials, pollutants and waste during the construction and operational phases of development.

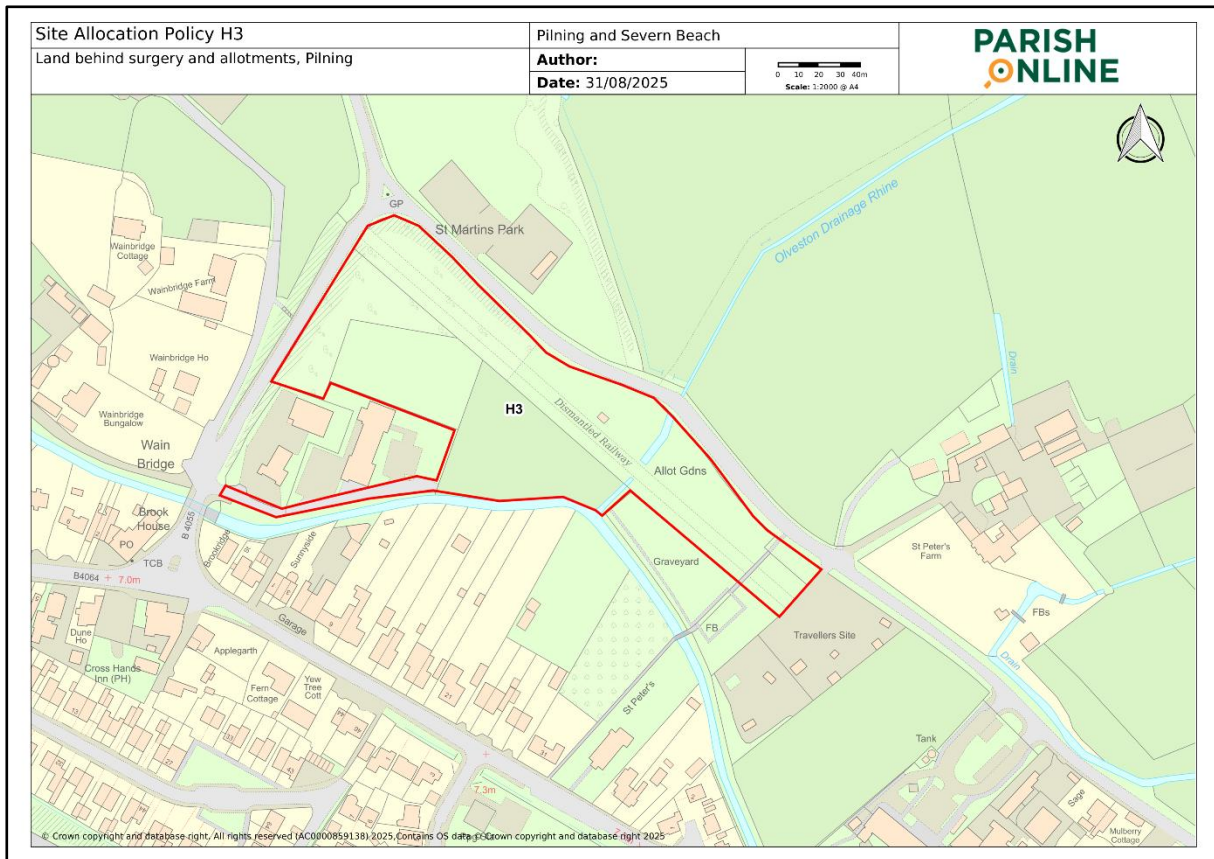


Figure 10 – Site Allocation Policy H3: Land behind surgery and allotments, Pilning

8.1.44 Site Allocation Policy H4: Rear of 21 & 23, Cross Hands Road, Pilning

Basic Site Information	
H4. Site Reference:	Cf59 & Cf510
Name:	Rear of 21 & 23, Cross Hands Road, Pilning.
Identified Use for Site:	Allocated for a residential development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	19429845 + 19431777
Site Area:	0.2156 + 0.2809 = 0.4965 ha, less existing houses
Settlement Boundary:	The site is located within the settlement boundary.
Green Belt:	The site is not located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H4: Rear of 21 & 23, Cross Hands Road, Pilning.

Land to the rear of 21 & 23, Cross Hands Road, Pilning. (identified on Figure 11 below) is allocated for a residential development for up to a maximum 18 dwellings. Proposals which deliver this scale of dwellings will be supported where:

- i) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- ii) It conforms with levels of affordable housing required by the Core Strategy policy CS18 at 35%. Dwellings should be a mix of 2-, 3- and 4-bedroom houses or apartments, of which at least 80% must be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced.
- iii) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- iv) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more.
- v) Suitable road access arrangements are proposed with a two-way road created from Cross Hands Road into the development which shall have segregated footways on both sides.
- vi) A detailed site plan is provided. Average density should be in keeping with nearby developed areas and appropriate to the site's constraints and opportunities.
- vii) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- viii) Development proposals must carefully consider the site's proximity (approx. 40m) to Grade II listed St Peter's Church, its gates, and Cranmore Villa. The layout, scale, height, and form of development should: a) Avoid harm to the openness of land to the rear of these assets. b) Preserve key views from the listed buildings and along the footpath between them. c) Reflect the established grain and density of surrounding development to prevent a cramped or incongruous appearance. A heritage statement must be submitted to assess the significance of the assets and the contribution of their setting, and should inform the design from the outset. Proposals must demonstrate how cumulative impacts—especially in relation to allocations H2, H3 and H4—have been considered and mitigated to preserve the significance and setting of designated assets.
- ix) At planning application, proposals should demonstrate through a landscape and visual impact assessment that the importance of the site within the Pilning Levels Character Area has been understood and how the development will respond to this through design, layout, materials etc.
- x) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design, and a strategy to minimise disturbances to the water environment of the adjacent Pill watercourse and to protect it from materials, pollutants and waste during the construction and operational phases of development.
- xi) Plans have considered, pending agreements between landowners, the potential future connectivity to other sites to the rear and sides of this site.

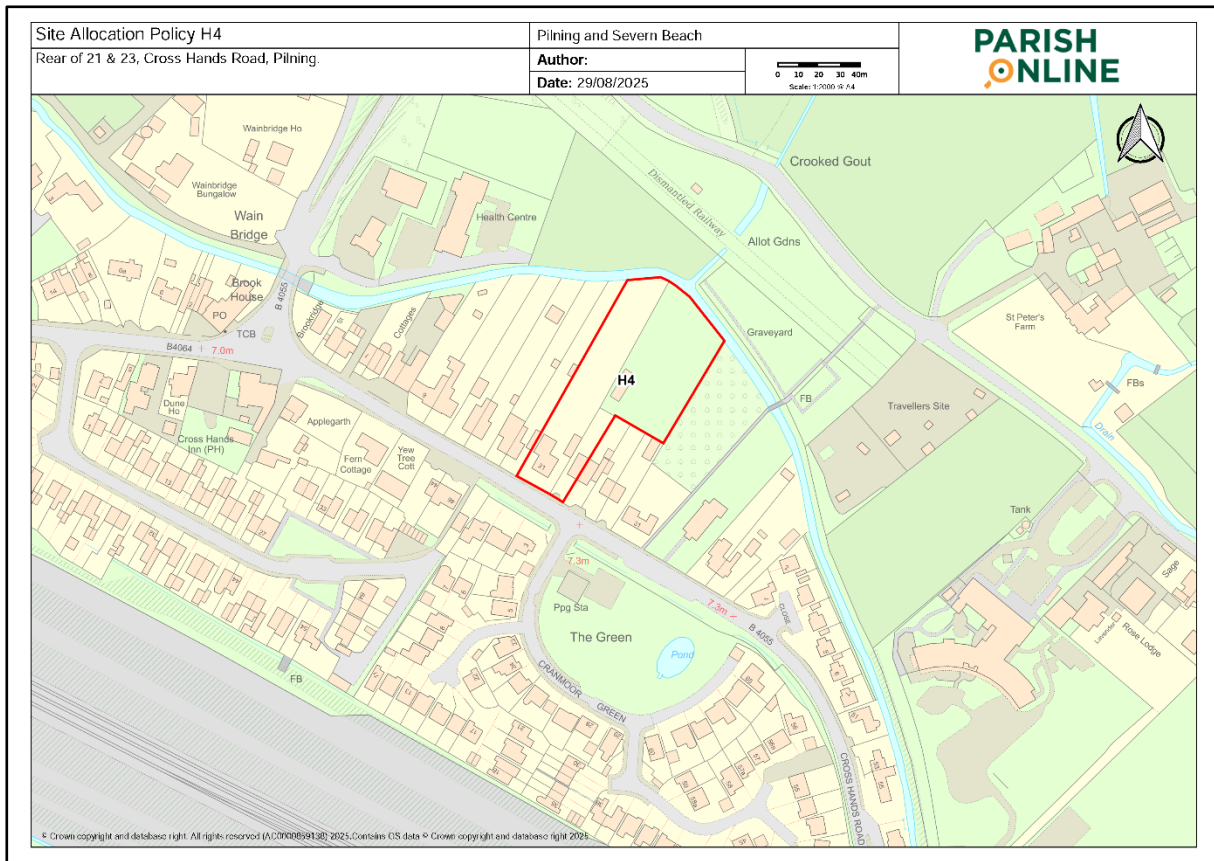


Figure 11 – Site Allocation Policy H4: Rear of 21 & 23, Cross Hands Road, Pilning

8.1.45 Site Allocation Policy H5: Pilning Forge, Whitehouse Lane, Pilning

Basic Site Information	
H5. Site Reference:	CfS13
Name:	Pilning Forge, Whitehouse Lane, Pilning.
Identified Use for Site:	Allocated for a residential development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	19391259 + 19391626 + 19394394
Site Area:	0.28 ha
Settlement Boundary:	The site is located within the settlement boundary.
Green Belt:	The site is not located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H5: Pilning Forge, Whitehouse Lane, Pilning.

Land at Pilning Forge, Whitehouse Lane, Pilning. (identified on Figure 12 below) is allocated for a residential development for up to a maximum 9 dwellings. Proposals which deliver this scale of dwellings will be supported where:

- i) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- ii) It conforms with levels of affordable housing required by the Core Strategy policy CS18 at 35%. Dwellings should be a mix of 2-, 3- and 4-bedroom houses or apartments, of which at least 80% must be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced.
- iii) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- iv) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more.
- v) Suitable road access arrangements are proposed with a two-way road created from the existing access from Whitehouse Lane into the development which should have segregated footways on both sides.
- vi) A detailed site plan is provided. Average density should be in keeping with nearby developed areas and appropriate to the site's constraints and opportunities.
- vii) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- viii) At planning application, proposals should demonstrate through a landscape and visual impact assessment that the importance of the site within the Pilning Levels Character Area has been understood and how the development will respond to this through design, layout, materials etc.
- ix) The site has the potential to include heritage assets with archaeological interest (appears to be on a medieval settlement with a building shown on a Tithe map), therefore a desk-based assessment will be required and, where necessary, a field evaluation.
- x) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design.

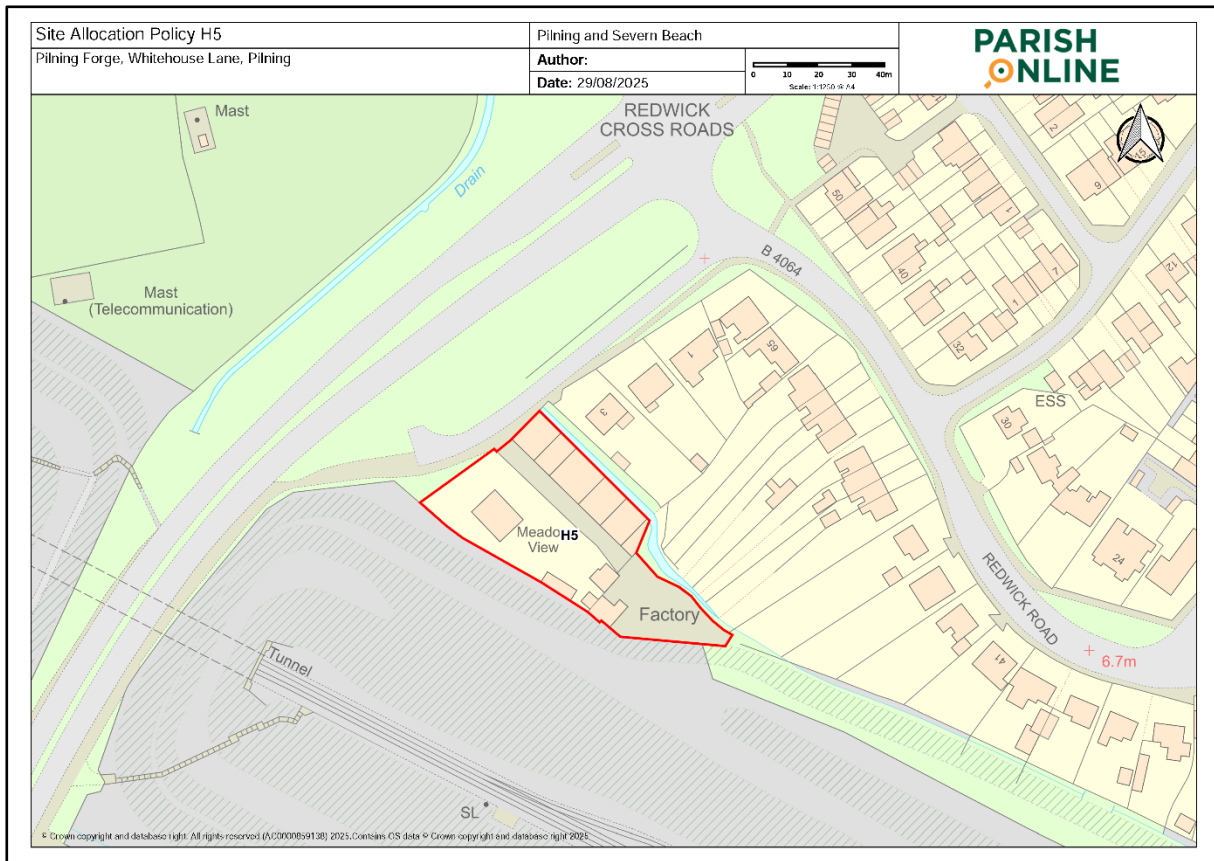


Figure 12 – Site Allocation Policy H5: Pilning Forge, Whitehouse Lane, Pilning

8.1.46 Site Allocation Policy H6: Adjacent to 19, Vicarage Road, Pilning

Basic Site Information	
H6. Site Reference:	CfS1
Name:	Adjacent to 19, Vicarage Road, Pilning.
Identified Use for Site:	Allocated for a residential development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	60751480 + 61056867
Site Area:	0.0979 ha
Settlement Boundary:	The site is located within the settlement boundary.
Green Belt:	The site is not located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H6: Adjacent to 19, Vicarage Road, Pilning.

Land adjacent to 19, Vicarage Road, Pilning. (identified on Figure 13 below) is allocated for a residential development for up to a maximum 3 dwellings. Proposals which deliver this scale of dwellings will be supported where:

- i) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- ii) The proposed dwellings are to be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced. Affordable housing requirement is not applicable for this site.
- iii) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- iv) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more.
- v) Suitable road access arrangements are proposed with vehicular access created from Vicarage Road into the development with a segregated footway on one side.
- vi) A detailed site plan is provided. Average density should be in keeping with nearby developed areas and appropriate to the site's constraints and opportunities.
- vii) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- viii) At planning application, proposals should demonstrate through a landscape and visual impact assessment that the importance of the site within the Pilning Levels Character Area has been understood and how the development will respond to this through design, layout, materials etc.
- ix) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design, and a strategy to minimise disturbances to the water environment of the adjacent Pill watercourse and to protect it from materials, pollutants and waste during the construction and operational phases of development.

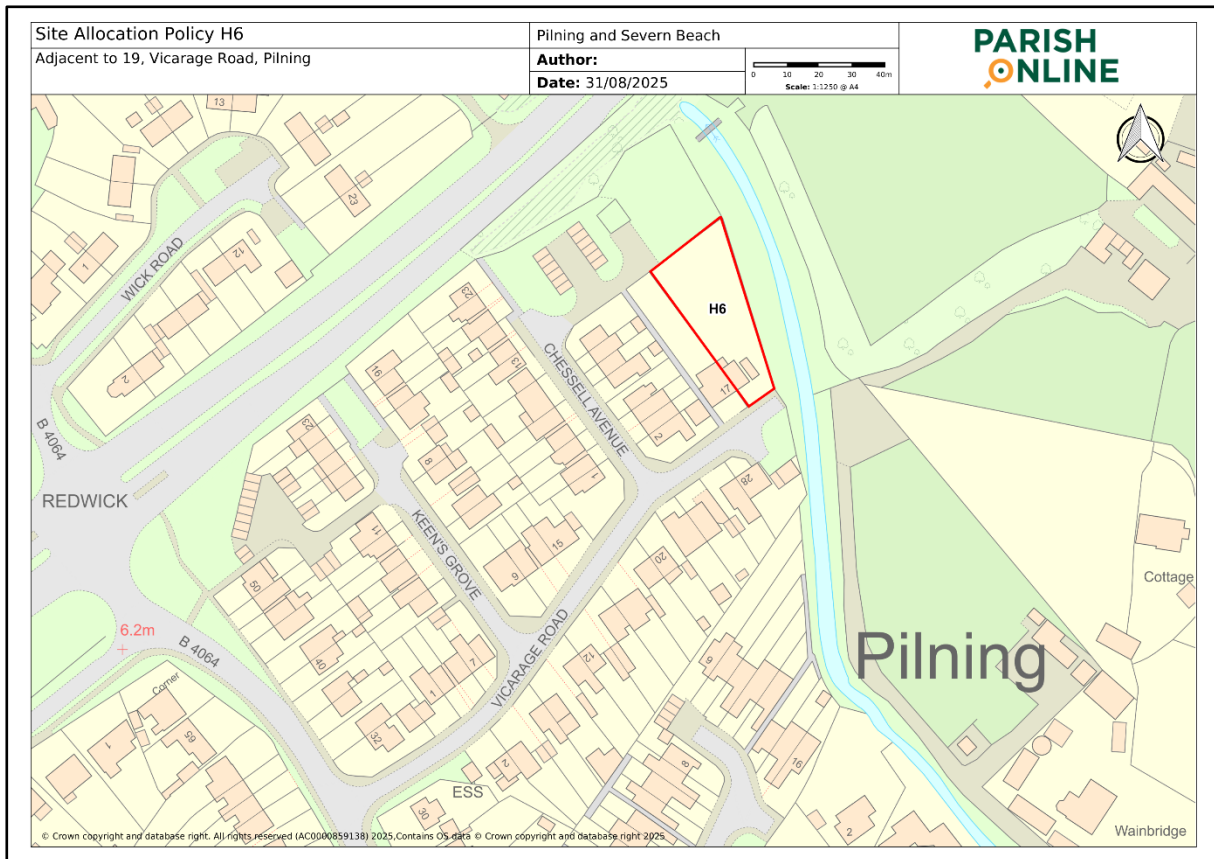


Figure 13 – Site Allocation Policy H6: Adjacent to 19, Vicarage Road, Pilning

8.1.47 Site Allocation Policy H7: Land at Station Road, Severn Beach

Basic Site Information	
H7. Site Reference:	SG778/SG907/NP8
Name:	Land at Station Road, Severn Beach (formerly railway sidings).
Identified Use for Site:	Allocated for a residential, retail, car parking and transport hub development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	19326077
Site Area:	2.1904 ha
Settlement Boundary:	The site is located within/adjacent to the settlement boundary.
Green Belt:	The site is not located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H7: Land at Station Road, Severn Beach.

Land at Station Road, Severn Beach. (identified on Figure 14 below) is allocated for a residential development for up to a maximum 25 dwellings, plus an additional quantity of up to 40 1st floor and 2nd floor apartments above retail units and parking areas. Retail uses of pub/bar, takeaway and shop are supported. An area of public car parking (minimum 30 spaces) with proportion of electric vehicle charging points. Enhancements as a transport hub with provision of a bus stop/drop off point and bike/e-bike storage. Proposals which deliver this scale of dwellings will be supported where:

- i) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- ii) It conforms with levels of affordable housing required by the Core Strategy policy CS18 at 35%. Dwellings should be a mix of 2-, 3- and 4-bedroom houses, or 1- and 2-bedroom apartments, of which at least 80% must be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced. Apartments should include design considerations for accommodating elderly residents as well as associated access arrangements for apartments at first floor or above.
- iii) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- iv) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more, 1 parking space is required for dwellings of 1-bedroom. Parking for dwellings and dwelling visitors should not be met from within the minimum 30 space public car parking.
- v) Car parking for the railway station is designed so that vehicles should be retained within the car park in the event of flooding.
- vi) Suitable road access arrangements are proposed with a two-way road created from Station Road or Stride Close into the development with segregated footways on both sides. Potential for linking at southern end into a new road or Albert Road is supported.
- vii) Off-road stopping points for buses and taxis to support the transport hub is provided.
- viii) Parking for the railway station and retail units is located at north end of site.
- ix) The potential need to run a 3 train per hour service is recognised, where development of the site should safeguard a strip of land on the east side of the existing platform for an additional track.
- x) A detailed site plan is provided. Average density should be in keeping with nearby developed areas and appropriate to the site's constraints and opportunities.
- xi) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- xii) At planning application, proposals should demonstrate through a landscape and visual impact assessment that the importance of the site within the Pilning Levels Character Area has been understood and how the development will respond to this through design, layout, materials etc.
- xiii) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design.

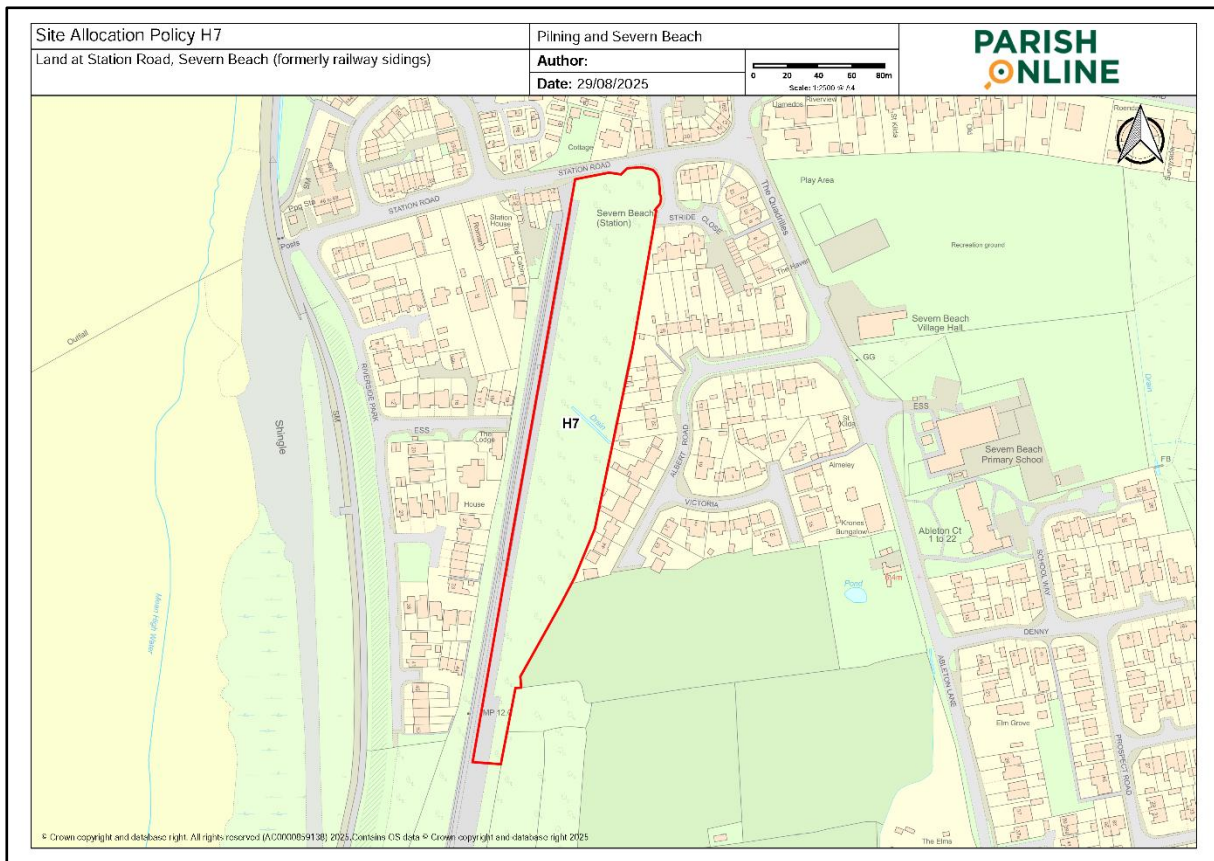


Figure 14 – Site Allocation Policy H7: Land at Station Road, Severn Beach

8.1.48 Site Allocation Policy H8: Land to the west of Ableton Lane, Severn Beach

Basic Site Information	
H8. Site Reference:	SG135/NP1
Name:	Land to the west of Ableton Lane, Severn Beach.
Identified Use for Site:	Allocated for a residential development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	19336798 + 19341128
Site Area:	5.8849 + 3.3977 = 9.16 ha
Settlement Boundary:	The site is located adjacent to the settlement boundary.
Green Belt:	The site is not located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H8: Land to the west of Ableton Lane, Severn Beach.

Land to the west of Ableton Lane, Severn Beach. (identified on Figure 15 below) is allocated for a residential development for up to a maximum 75 dwellings. Proposals which deliver this scale of dwellings will be supported where:

- i) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- ii) It conforms with levels of affordable housing required by the Core Strategy policy CS18 at 35%. Dwellings should be a mix of 2-, 3- and 4-bedroom houses or apartments, of which at least 80% must be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced.
- iii) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- iv) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more.
- v) Suitable road access arrangements are proposed with a two-way road created from Ableton Lane into the development with segregated footways on both sides. The road shall link into the end of Albert Road and the bottom end of the railway sidings development.
- vi) A detailed site plan is provided. Average density should be in keeping with nearby developed areas and appropriate to the site's constraints and opportunities.
- vii) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- viii) At planning application, proposals should demonstrate through a landscape and visual impact assessment that the importance of the site within the Pilning Levels Character Area has been understood and how the development will respond to this through design, layout, materials etc.
- ix) The site, in accordance with the HRA report, is considered to be a greenfield, grassland site which could be suitable to support wintering waterfowl and waders. Therefore, a botanical survey shall be undertaken to determine whether the site is suitable to support wintering waterfowl and waders and if so, it should be subject to a non-breeding bird survey to confirm its significance, followed by any necessary offsetting habitat creation.
- x) The development of the site is phased from north to south.
- xi) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design.

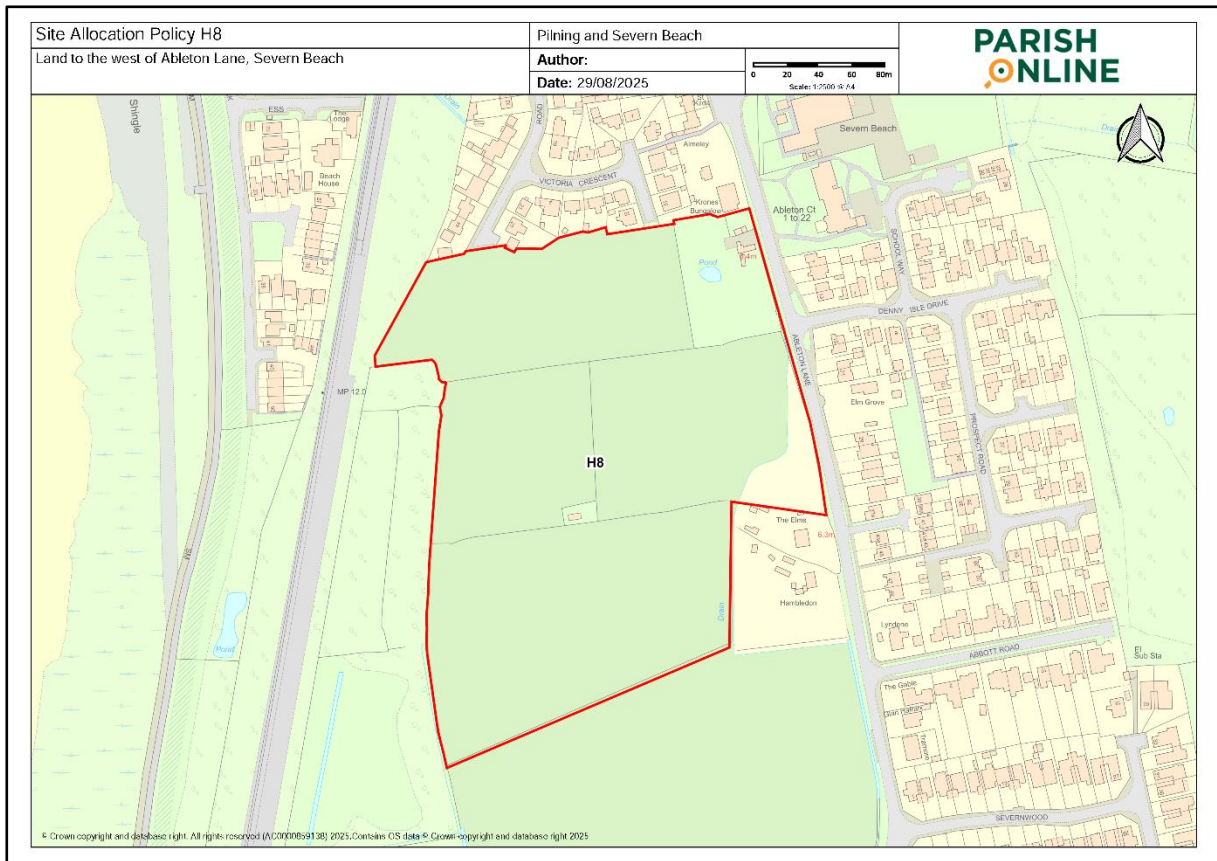


Figure 15 – Site Allocation Policy H8: Land to the west of Ableton Lane, Severn Beach

8.1.49 Site Allocation Policy H9: Land south of Church Road, west of bridge path

Basic Site Information	
H9. Site Reference:	Cf58/SG33/NP6
Name:	Land south of Church Road, west of bridge path (Gypsies Plat), SB.
Identified Use for Site:	Allocated for a residential development.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	61558268 + 54263110 + 19359386
Site Area:	7.11 hectares
Settlement Boundary:	The site is located adjacent to the settlement boundary.
Green Belt:	The site is not located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy H9: Land south of Church Road, west of bridle path, Severn Beach.

Land south of Church Road, west of bridle path, Severn Beach. (identified on Figure 16 below) is allocated for a residential development for up to a maximum 80 dwellings. Proposals which deliver this scale of dwellings will be supported where:

- i) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- ii) It conforms with levels of affordable housing required by the Core Strategy policy CS18 at 35%. Dwellings should be a mix of 2-, 3- and 4-bedroom houses or apartments, of which at least 80% must be 3 bedroom or less. Dwellings may be detached, semi-detached or terraced.
- iii) It conforms with the Design Policy (D1) and the expectations of Design Codes and Guidelines.
- iv) A minimum of 2 parking spaces is provided for dwellings of 2- bedrooms or more.
- v) Suitable road access arrangements are proposed with at least one, two-way road created into the development with segregated footways on both sides. Access options from existing roads are known to be available from Abbott Road, Prospect Road, Denny Isle Drive and Church Road. The selected access points shall be shown in a detailed plan at planning stage.
- vi) A detailed site plan is provided. Average density should be in keeping with nearby developed areas and appropriate to the site's constraints and opportunities.
- vii) Proposals include a comprehensive landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- viii) At planning application, proposals should demonstrate through ecological, landscape and visual impact assessments that the importance of the site within the Pilning Levels Character Area has been understood and how development will respond to this through design, layout, materials and mitigation etc. Layout should consider needs for wildlife corridors. Part of the site has been identified as a Site of Nature Conservation Interest (SNCI). The content of the survey from the original SNCI designation from 1985 and a survey of 22nd and 27th April 2025 shall be considered in the above measures. The SEA report was amended to reflect the SNCI designation.
- ix) the land between the southern end of the site and the A403 is to be maintained as a green buffer zone between the residential development and the A403 and industrial sites beyond.
- x) The site has the potential to include heritage assets with archaeological interest (the southern part of site may comprise part of a deserted medieval settlement of Ableton), therefore a desk-based assessment will be required and, where necessary, a field evaluation.
- xi) Plans are provided with details of natural drainage solutions (i.e., SuDS) within the design.

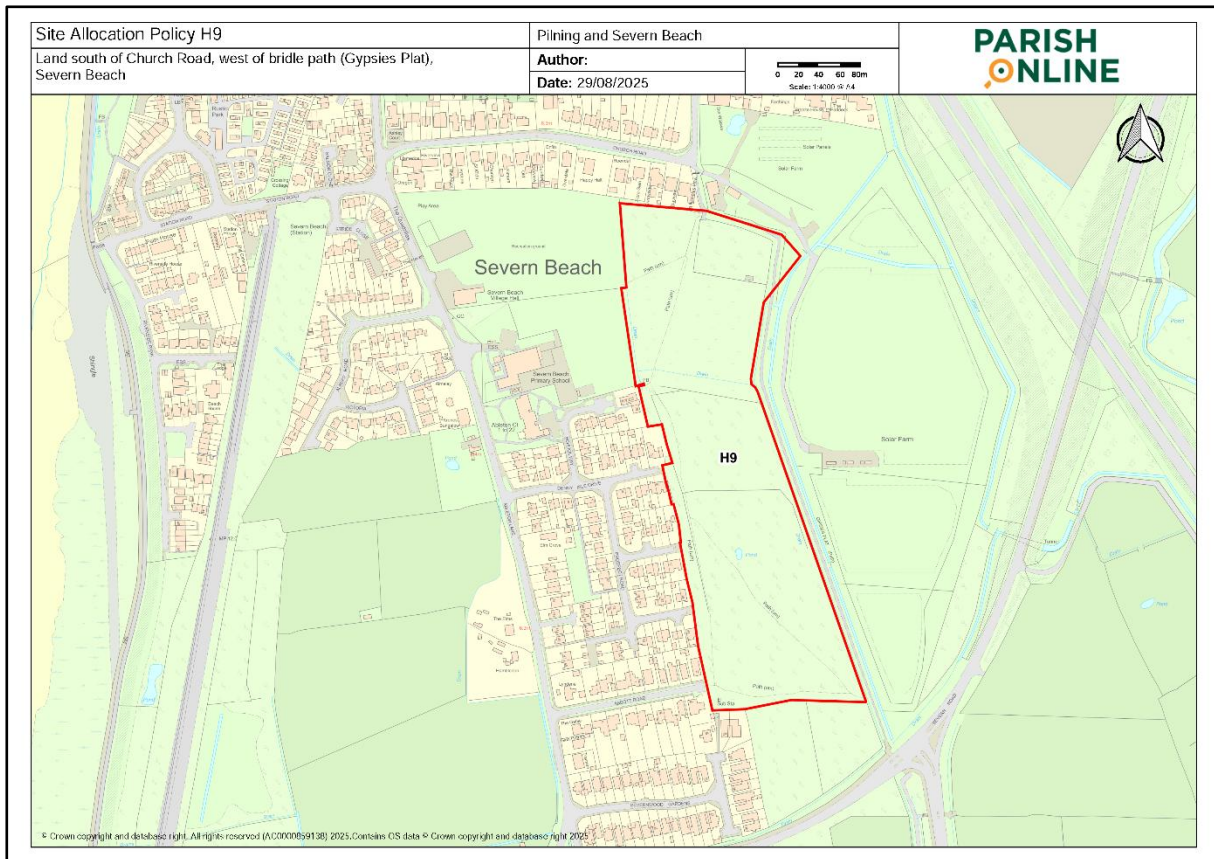


Figure 16 – Site Allocation Policy H9: Land south of Church Road, west of bridle path

8.1.50 Infill Housing Sites Policy H10

Policy H10: Infill Housing Sites

Development proposals on infill sites (which are not allocated sites in policies H1 to H9 inclusive) will be supported by this Neighbourhood Plan where they would contribute to the identified housing needs targets during the lifetime of the plan. The support particularly includes sites where existing, currently unused, buildings and structures are re-purposed, or sites where new development naturally infills small open sites between established other residential buildings, either outside of or inside of the Green Belt. In accordance with the NPPF, such sites may also be considered as 'grey belt'.

8.1.51 Sheltered Accommodation for the Elderly Policy H11

Policy H11: Sheltered Accommodation for the Elderly

- i) In accordance with the [Housing Needs Assessment](#), this Neighbourhood Plan supports a designated site for housing tailored to older adults, with a capacity ranging from 30 to 41 units.
- ii) The development should comprise either; sheltered accommodation, or a care home with nursing staff and communal amenities or assisted living homes where residents can receive support from nursing staff, or a combination of these or similar arrangements. Alternatively, provision of accommodation for the elderly could be delivered by smaller house types capable of adaptation or meeting accessibility standards.
- iii) Policy H3 sets out a preferred location for this development, on land behind the Doctors' Surgery in Pilning, which has the benefit of being close to medical services, other residential areas and to community amenities.

8.2 Design Policy (D1)

8.2.1 Policy Background

8.2.2 Beginning with data derived from the [Character Assessments](#) conducted by the NPSG, the consultants developed the Design Codes and Guidelines to identify appropriate design codes. This design policy is based on the principles outlined in the [Design Codes and Guidelines document](#).

8.2.3 This design policy mandates that everyone involved in developing new dwellings must uphold high standards of design and construction, adhere to established Design Codes and Guidelines, and ensure their work aligns with existing designs identified in the Character Assessments.

8.2.4 A blend of innovative modern design with respect for traditional character, materials, and layouts across the Parish will foster ongoing improvements. This approach will enhance standards in construction, insulation, and environmental practices, both nationally and locally.

8.2.5 The following design policy (D1) is identified below:

Policy D1: Design

All residential, community amenity and retail development is to comply with the design guidelines set out in the Pilning & Severn Beach Design Codes and Guidelines by producing a design and access statement which must include:

- i) The density to meet the criteria detailed in the NPPF ([paragraphs 129/130](#)) and maintains the areas prevailing character
- ii) How established layouts, building lines, infrastructure, and landscaping will be maintained.
- iii) Boundary treatments and materials should maintain wherever possible existing trees and hedgerows and continue to use extensive soft landscaping and tree planting to soften the lines of buildings and their settings.
- iv) Development needs to present a varied appearance, while using traditional materials of stone, brick, and some render as the main palette.
- v) Development shall avoid single storey dwellings to accord with flood risk mitigation. A mix two and three storey dwellings can be used to achieve the varied and informal appearance.
- vi) Energy efficiency and sustainability
- vii) Provision of open public green space for developments of 25 dwellings or greater
- viii) Dwellings should have garden space and off-road parking provided within their curtilage.
- ix) Where external lighting is considered essential for safety or other reasons, it should use low powered LED fittings, with shaded lights, to avoid light pollution and spill and to ensure no adverse impact on wildlife.

This design policy is not intended for employment or industrial sites.

8.3 Flood Risk Policy (FR1)

8.3.1 Policy Background

8.3.2 Pilning & Severn Beach is a flood-sensitive area due to its location adjacent to the Severn Estuary, and the level low lying land. Much of the Parish is in Flood Zone 3. This policy describes how the NP appropriately mitigates against flood risk.

8.3.3 The development of this policy has benefited from the NPSG's meetings and agreements with SGC and the Environment Agency such as developing a specification for a [Level 2 SFRA](#), as documented in the [Statement of Common Ground](#) agreed between the P&SBNPSG, SGC and the Environment Agency.

8.3.4 The NPSG has prepared a [Sequential Test](#) which considers the potential sites for development identified by the NP and confirms there are no more suitable sites available within the Parish.

- 8.3.5 The NPSG commissioned specialist flood risk consultants, JBA consulting, to prepare a [Level 2 SFRA](#). This identifies the design requirements and measures needed for each site. It allows sites by their accordance with provisions of this NDP and compliance with the recommendations of the Level 2 SFRA, to be considered by planning authorities to have provided wider sustainability benefits and thus, that the first limb of an Exception Test is satisfied.
- 8.3.6 A site-specific Flood Risk Assessment in accordance with national policy, shall be submitted at planning application stage by developers. This shall demonstrate accordance with the provisions of this NDP and compliance with the recommendations of the Level 2 SFRA, it will confirm compliance with the second limb of the Exception Test, demonstrating that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- 8.3.7 In preparing site-specific Flood Risk Assessments developers, should adopt a 'sequential approach' in order to consider some of the sites have areas of depressions i.e. dry ditches or ponds that give rise to greater potential water depths than the general areas of the site. The avoidance of development, or access and egress in those particular areas should be considered and may ease some design limitations.
- 8.3.8 In general terms, the Level 2 SFRA has identified there should be no sleeping accommodation on the ground floor in new developments in Severn Beach or Pilning. However, the NDP recognises that given a sequential approach and/or land raising, it may be possible in some site specific FRAs to make an appropriate case for sleeping accommodation on the ground floor. It is not intended though that developments will include bungalows.
- 8.3.9 The flood risk policy has not been prepared to address the planning aspects or construction of large commercial developments.
- 8.3.10 The flood risk policy FR1 is identified below:

Policy FR1: Flood Risk

Development sites included in this NDP are considered to have passed the Sequential Test produced for the NP and developers are required to:

- i) Submit a site-specific Flood Risk Assessment in accordance with national policy which shall demonstrate accordance with the provisions of this NDP and compliance with the recommendations of the Level 2 SFRA produced for the Neighbourhood Plan in order to fulfil the first limb of the Exception Test.
- ii) Confirm compliance by design with the second limb of the Exception Test, demonstrating that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. It will be required to demonstrate the development is protected from flooding and include an allowance for climate change. The FRA should include details of how safe access and egress will be achieved, finished floor levels, flood mitigation, flood resilience construction, safe refuges, flood warning and evacuation.
- iii) Comply with the recommendations of the Level 2 SFRA, implementing the following in the interests of safety for future users/ occupants:
 - a) Be supported by an NPPF compliant Flood Risk Assessment.
 - b) Consider the future impacts of flood risk, including the potential need for developer contributions to maintain the design standard of protection of existing defences.
 - c) Incorporate flood resilient design principles in accordance with the existing Pilning and Severn Beach Neighbourhood Area Design Codes and Guidance.
 - d) Consider access and egress arrangements in accordance with the ADEPT guidance due to the risk of tidal flooding in the future or during a breach event.
 - e) Development should be designed with a place of safe refuge 300mm above the maximum flood level during a breach event in the 0.5% AEP 2123.
 - f) We recommend both existing and future residents are signed up to the EA's Flood Warning Service.
 - g) Consideration as to whether a community flood plan should be developed in the interests of safety for existing and future residents.
 - h) Development sites will need to incorporate suitable surface water drainage proposals which should consider the potential impacts of tide-locking and high groundwater levels. Development must meet the sustainability targets identified in the Neighbourhood Development Plan and the NPSG Sequential Test. Therefore, prepared site-specific Flood Risk Assessments and exception tests must accord with those sustainability targets.

8.4 Travel, Transport and Parking Policies (TTP₁ to TTP₅)

8.4.1 Policy Background

8.4.2 The appropriate planning policy context that applies from SGC is:

- a) Policy CS7 aims to enhance the strategic transport infrastructure promoted by SGC, focusing on reducing congestion and air pollution. It emphasizes improving accessibility through alternatives to private cars and expanding opportunities for walking, cycling, and public transportation.
- b) Policy CS8 focuses on enhancing accessibility by implementing measures to lower greenhouse gas emissions, decrease travel demand, promote alternative transportation modes, and adhere to parking (for vehicles and bicycles) and access design standards.
- c) PSP10 aims to safeguard existing active travel routes, which must support multiple users, including cyclists, pedestrians, horse riders, and vehicle traffic. In P&SB parish, active travel routes encompass the A403 and B4055 roads.

8.4.3 Enhancing transportation and service levels falls outside the scope of a Neighbourhood Plan. While the NPSG recognizes residents' concerns, its primary function is to establish planning-related policies. Issues beyond the NP's influence are addressed in the Aspirations Document. Therefore, the community should consider these matters separately from the NP.

8.4.4 Traffic and road-related issues, especially the high volume of vehicles like HGVs, lead to increased noise and pollution. Through traffic, particularly speeding HGVs, creates significant problems, notably in Pilning.

8.4.5 The industrial parks are expanding rapidly, often without adequate planning or provisions to support the increased traffic on the road network. The existing feeder roads were never designed to support loads of this magnitude or frequency. Consequently, their condition has deteriorated and there have been very few repairs and no upgrades to meet the required load class which would mitigate ongoing degradation.

8.4.6 The completion of the link road to the M49 on Western Approach presents a significant opportunity to alleviate traffic congestion, although specific data on expected reductions were not available to the NPSG.

8.4.7 The alignment of the Severnside spine road is identified in policy CS35 of the Core Strategy and would further reduce traffic loads. Assurances have been provided by SGC that this policy and its associated inset diagram showing alignment of a continued southward extension of the spine road will now be included in draft policy LP14 of the new Local Plan.

- 8.4.8 Providing improved service information, such as electronic information boards at bus stops, would enhance the reliability of bus services.
- 8.4.9 The recent and ongoing growth in local employment at business parks, coupled with moderate housing development, should enhance the viability of public transportation, and create opportunities for planning improvements to local railway stations and their layouts.
- 8.4.10 Improvements at Severn Beach railway station could include the addition of car parking, off-road drop-off and pick-up zones, an off-road bus stop, and facilities for e-bike and cycle parking and storage. Implementing these enhancements would necessitate using the former railway sidings adjacent to the station for this purpose. Also, Network Rail has been considering opportunities to increase services to the station to three trains an hour.



Picture 13 – Severn Beach Railway Station which links to Avonmouth and Bristol Temple Meads

- 8.4.11 Pilning Railway Station is currently served by only two trains per week both operating on a Saturday and lacks a footbridge to connect to the second westbound platform. The studies and proposals by [Pilning Station Group](#), including ARUP's Strategic Case, highlight that Pilning Station could "*form a hub for the local area, serving in-commuters switching to rail, visitors to leisure and retail opportunities, and local residents' trips*". The NPSG strongly supports the Pilning Station Group's proposals to safeguard Pilning Station and promote as a regional

transport asset. However, that requires a strategic solution over and above a NP. Furthermore, adjusting service levels of public transport is also outside of the scope, and with no associated land allocation coming during the neighbourhood planning process, it is inappropriate to include proposals in a policy in this NDP. Instead, the Aspirations Document has been used to capture the proposal to ensure they continue to be considered by the Parish.

- 8.4.12 [SevernNet's Transport Strategy](#) has been considered in the preparation of this section of the NDP. The NPSG has been directly consulted and has provided input to the SGC Strategic Infrastructure-led Masterplan for Severnside, which it supports.
- 8.4.13 Parking for visitors to the estuary presents challenges in Severn Beach and New Passage, including the obstruction of emergency, waste collection, and delivery vehicles, as well as postal services and residents' properties. In 2025, the NPSG undertook, parking surveys in Severn Beach and at New Passage which provided evidence of the need for visitor parking solutions in those areas. Potential sites for alleviating visitor parking issues include Promenade Gardens, the allotments in Severn Beach, and the respective ends of New Passage Road and Shaft Road. Approaches to SGC for support in delivering these car parks has to-date been unsuccessful as they are not identified in the SGC Capital programme. Therefore, delivery will need to come via the Parish Council and with use of CIL money. The Parish Council has already commenced work in bringing forward TTP2 in this way. Measures will need to be included to address residents' concerns relating to overnight parking and anti-social behaviour.



Picture 14 – Visitor parking congestion and obstructions in New Passage

- 8.4.14 Improvements are needed to expand the network of cycleways and footpaths, particularly in areas where road safety is a significant concern, such as the cycle paths along the A403 from Pilning to Aust and from Pilning to Western Approach. Funding could be secured through CIL or, alternatively, through negotiations with SGC Highways, which would need to be addressed outside of the NP.
- 8.4.15 Table 2 provides a sample of responses from the PS and BGOS as supporting evidence gathered relevant to roads, transport, and car parking.

Table 2: Sample responses from surveys relevant to Roads, Transport, and Car Parking

Survey Reference	Supporting Response
PS Q13	Traffic and road issues including volume of traffic on roads (especially HGV’s) and the resulting noise and pollution was a top dislike of residents. Through traffic, often speeding (including HGV’s) is an issue, particularly identified by Pilning.
PS Q13, Q12	Poor public transport was strongly identified, with main issue being a lack of services and reliability. Availability and use of public transport varies around the Parish. 56% of residents believe that public transport is inadequate whereas around 18% believe it is adequate.
BGOS - Schools	The survey of schools also identified inadequate public transport, which is not currently an option for pupils or staff.
PS Q20, Q21	Bus service is seen as particularly unreliable with only 11% of residents regularly using local buses and 51% never using them. For the more reliable hourly train

	service from Severn Beach 23% of residents regularly using them and less than 22% never using them.
BGOS - large businesses	Large businesses on Western Approach identified a lack of public transport as a major contributor to difficulties in recruitment.
BGOS – local businesses	Local businesses and groups e.g. the doctors' surgery identified lack of public transport as a key problem. For many Parish residents this is not an option and there is a high dependency on car usage.
PS Q24, Q25	Residents strongly endorsed the need for more car parking in all areas identified by the survey. Additional areas identified where parking was inadequate included both primary schools and there were safety concerns regarding the parking in Redwick Road by the traffic lights.
PS	Visitor parking
BGOS- large businesses	E-bike service and parking via SevernNet discussions
PS Q30 Q29 Q31	Residents strongly identified the importance of good networks of cycle ways and footpaths (Q30) with less than 5% disagreeing. However, usage was, in the main, for exercise and recreation rather than getting directly to places. Several improvements were recognised. In particular to ensure there are adequate and safe connections between Severn Beach and Pilning, to Western Approach from Pilning, up to Aust, and through to Easter Compton and the Mall. Other concerns included the lack of maintenance such as cutting of verges, hedgerows, and overhanging branches.
PS Q23	Several safety concerns and recommended improvements were identified. Improved signage and control measures such as barriers or demarcation are required to both inform users and improve behaviours. Cycling and walking along the busy A403 and crossing that road was of major concern. To a lesser extent this also applies to the B4055.

8.4.16 The following transport, travel, and parking policies TTP1 to TTP5 are identified below:

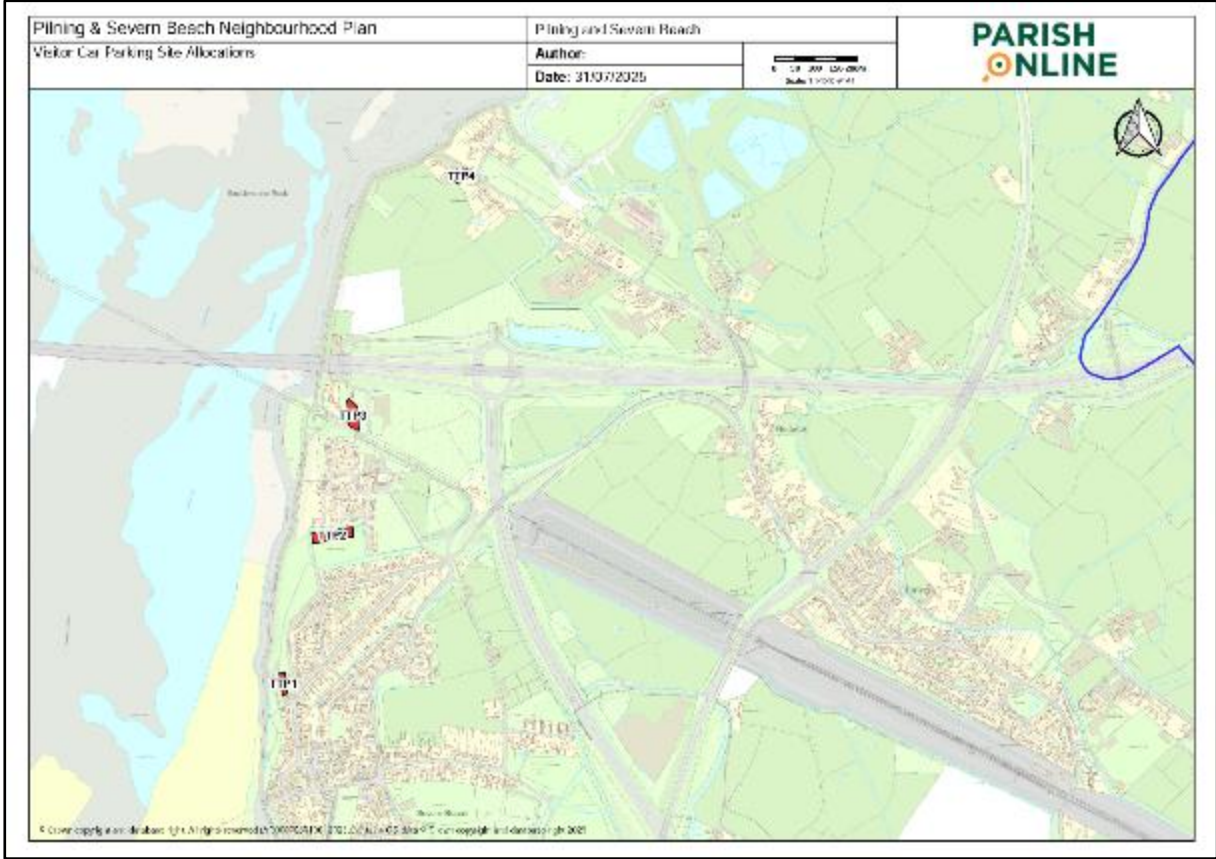


Figure 17 – Proposed sites for visitor car parking.

8.4.17 The land adjacent to Severn Beach Railway Station is designated for access, with parking facilities for up to 30 vehicles, a bus stop and drop-off point, as well as storage for bicycles and e-bikes. The plan also incorporates provisions for an adequate number of electric vehicles charging stations. This policy is included within policy H7 relating to new housing developments.

8.4.18 Site Allocation Policy Visitor Car Parking TTP1: Land at Promenade Gardens

Basic Site Information	
TTP1. Site Reference:	NP26
Name:	Land at Promenade Gardens, Severn Beach.
Identified Use for Site:	Car parking.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	51245003
Site Area:	Only the southern corner of Promenade Gardens, beside the Tea Cottage is to be used for car parking which is estimated as less than 0.1 Hectares.
Green Belt:	The site is not located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy TTP1: Land at Promenade Gardens, Severn Beach.

Land at Promenade Gardens, Severn Beach. (identified on Figure 18 below) is allocated for car parking for up to a maximum of 20 spaces, for visitors to Severn Beach and disabled parking for community events. Proposals which deliver this scale of car parking development will be supported where:

- i) The development proposal must substantially accord with the provisions of the Neighbourhood Plan’s Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect. However, the use as a car park is water compatible, its surface should remain as grass and be porous with an embedded heavy-duty matting and therefore should have no impact on current flood risk.
- ii) Suitable road access arrangements are proposed developing the existing access at the south end behind the Tea Cottage with a single lane gated entrance created into the development with a segregated footway on one side. The entrance shall include a lockable metal gate such that the car park can be closed at night and at other times when it is not needed. Additionally, the entrance shall be fitted with a low-level cross bar to stop use by camper vans and caravans.
- vi) A detailed site plan is provided which should demonstrate the retention of a grass surface which is porous with an embedded heavy-duty matting.
- vii) Proposals include a landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- viii) The design and the materials used in the construction of the car park present no visual harm to the area and therefore limits the impact on neighbouring properties, where there are no identified heritage assets.
- ix) There is no recognised need for electric vehicle charging points, which are addressed elsewhere in policy H7.

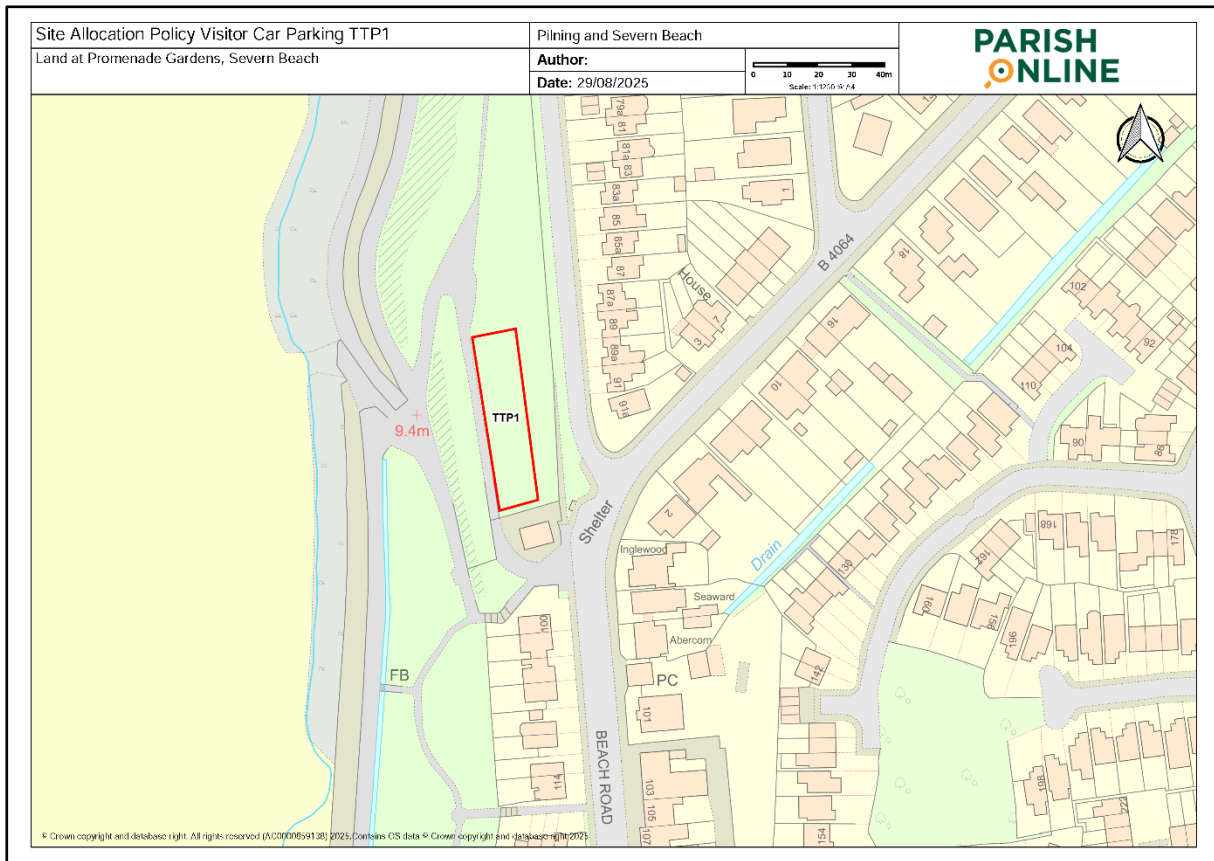


Figure 18 – Site Allocation Policy Visitor Car Parking TTP1: Land at Promenade Gardens

8.4.19 Site Allocation Policy Visitor Car Parking TTP2: Land at the allotments, Severn Beach

Basic Site Information	
TTP2. Site Reference:	NP29
Name:	Land at the allotments, Severn Beach.
Identified Use for Site:	Car parking for visitors to Severn Beach and community use, e.g. allotment users.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	49240981
Site Area:	Approx 100m x 30m on north side of allotment site. Currently waste ground.
Green Belt:	The site is not located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy TTP2: Land at the allotments, Severn Beach.

Land at the allotments, Severn Beach. (identified on Figure 19 below) is allocated for car parking for up to 75 spaces for community use e.g. visitors to Severn Beach and allotment users.

Proposals which deliver this scale of car parking development will be supported where:

- i) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect.
- ii) The area shall be re-surfaced with a base of loose graded stone as it was in the past when it was originally the car park of the former rugby club. The surface shall be porous and therefore should have no impact on current flood risk.
- iii) This is considered as a reinstatement of its former use, whereby a planning application should not be required.
- iv) Suitable road access arrangements are proposed developing the existing access at the south end from Beach Road into a single lane gated entrance. The entrance shall include a lockable metal gate such that the car park can be closed at night and at other times when it is not needed. Additionally, the entrance shall be fitted with a low-level cross bar to stop use by camper vans and caravans. Impact on residents and road users of Beach Road have been considered, with the Parish Council having consulted residents and gained their support for making Beach Road one-way
- v) A detailed site plan is provided which should demonstrate the retention of a porous surface.
- vi) Proposals include a landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- vii) There is no recognised need for electric vehicle charging points which are addressed elsewhere in policy H7.

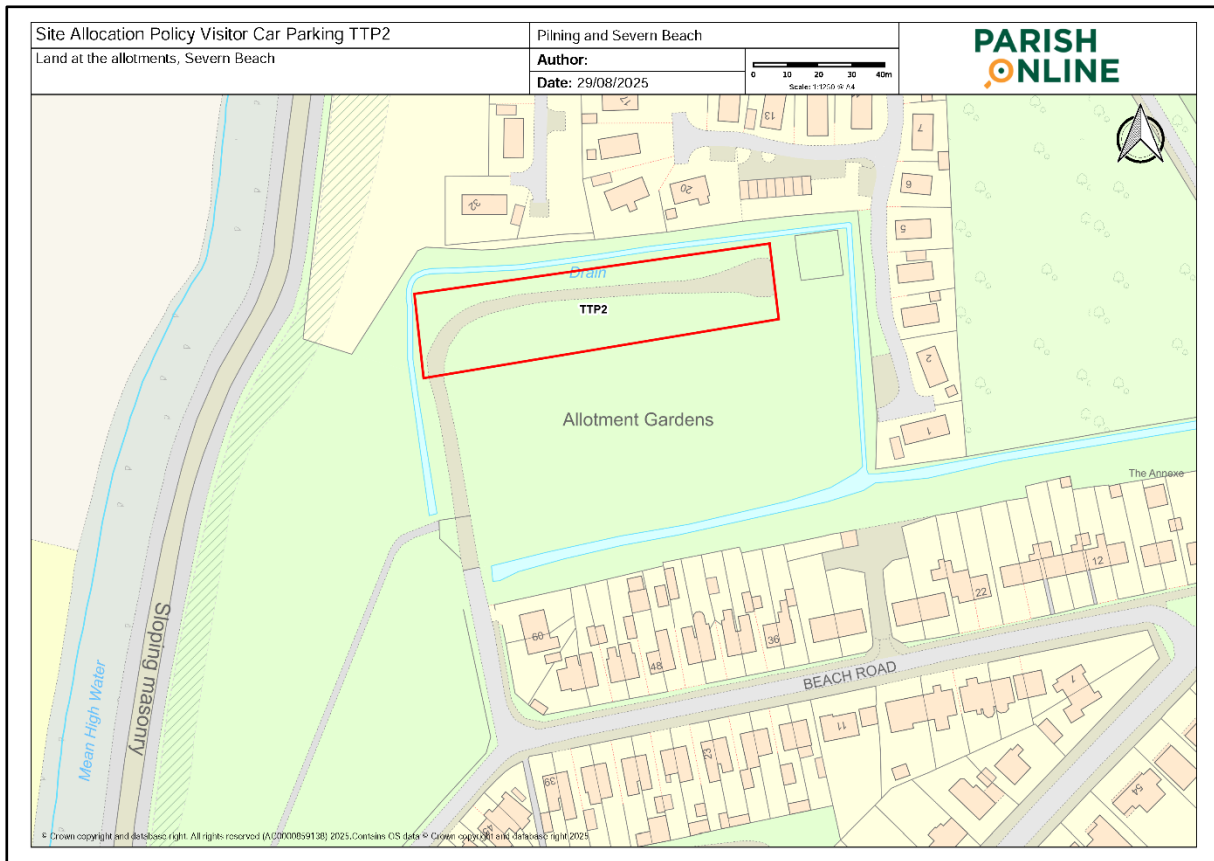


Figure 19 – Site Allocation Policy Visitor Car Parking TTP2: Land at allotments, Severn Beach

8.4.20 Site Allocation Policy Visitor Car Parking TTP3: Land at Shaft Road

Basic Site Information	
TTP3. Site Reference:	NP27
Name:	Land at Shaft Road, Severn Beach.
Identified Use for Site:	Car parking for visitors to the coastal path.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	53142248 + 51960468
Site Area:	0.1483 ha
Green Belt:	The site is located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy TTP3: Land at Shaft Road, Severn Beach.

Land at Shaft Road, Severn Beach. (identified on Figure 20 below) is allocated for car parking for visitors to the coastal path for up to a maximum of 40 vehicles. Proposals which deliver this scale of car parking development will be supported where:

- i) It is demonstrated that its use for visitor parking, would not impact the Green Belt
- ii) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect. However, the use as a car park is water compatible, its surface should remain as grass and be porous with an embedded heavy-duty matting and therefore should have no impact on current flood risk.
- iii) Suitable road access arrangements are proposed developing the existing access from Shaft Road. The entrance shall include a lockable metal gate such that the car park can be closed at night and at other times when it is not needed. Additionally, the entrance shall be fitted with a low-level cross bar to stop use by camper vans and caravans.
- iv) A detailed site plan is provided which should demonstrate the retention of a grass surface which is porous with an embedded heavy-duty matting.
- v) Proposals include a landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- vi) Proposals include a justification of requirement for the car park taking into consideration the utilisation of other visitor car parks in Severn Beach and at New Passage which are to be first developed. The need should also consider any parking issues particular to Shaft Road.
- vii) The design and the materials used in the construction of the car park present no visual harm to the area and therefore limits the impact on neighbouring properties, where there are no identified heritage assets. Additionally, the proposal shall demonstrate no harm to the Green Belt.
- viii) There is no recognised need for electric vehicle charging points, which are addressed elsewhere in policy H7.

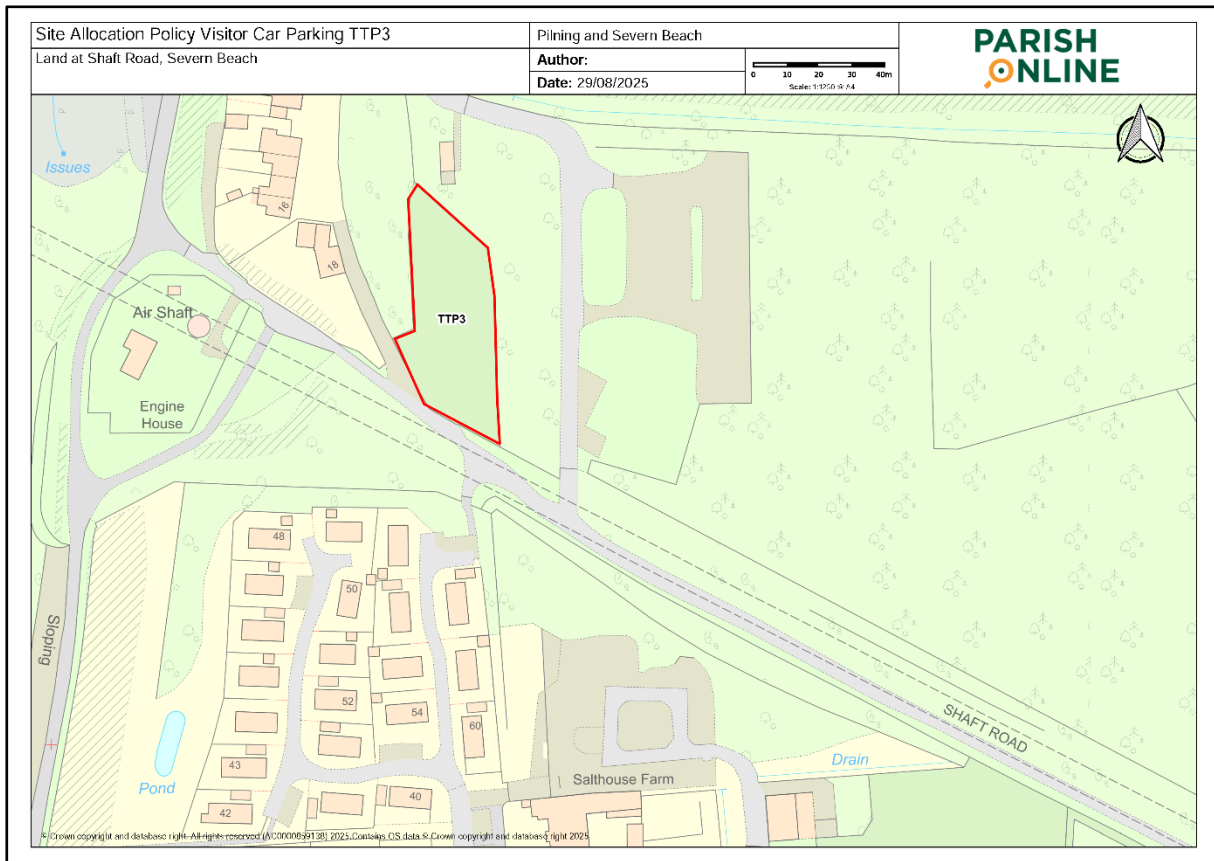


Figure 20 – Site Allocation Policy Visitor Car Parking TTP3: Land at Shaft Road

8.4.21 Site Allocation Policy Visitor Car Parking TTP4: Land at end of Passage Road

Basic Site Information	
TTP4. Site Reference:	NP28
Name:	Land at end of Passage Road, New Passage, Pilning.
Identified Use for Site:	Car parking for visitors to the coastal path.
Site Location:	See the site plan below the policy table.
Cadastral Parcel(s):	19356448
Site Area:	Small area between Caroline Cottage and Severn Lodge Farm.
Green Belt:	The site is located within the Green Belt.
Flood Zone:	The site is within Flood Zone 3.

Policy TTP4: Land at end of Passage Road, New Passage, Pilning.

Land at end of Passage Road, New Passage, Pilning. (identified on Figure 21 below) is allocated for car parking for visitors to the coastal path for up to a maximum of 20 vehicles. Proposals which deliver this scale of car parking development will be supported where:

- i) It is demonstrated that its use for visitor parking, would not impact the Green Belt
- ii) The development proposal must substantially accord with the provisions of the Neighbourhood Plan's Sequential Test, the Level 2 SFRA and the Flood Risk Policy (F1). The developer will be required to submit a compliant site-specific FRA to that effect. However, the use as a car park is water compatible, its surface should remain as grass and be porous with an embedded heavy-duty matting and therefore should have no impact on current flood risk.
- iii) Suitable road access arrangements are proposed developing the existing access from Passage Road. The entrance shall include a lockable metal gate such that the car park can be closed at night and at other times when it is not needed. Additionally, the entrance shall be fitted with a low-level cross bar to stop use by camper vans and caravans.
- iv) A detailed site plan is provided which should demonstrate the retention of a grass surface which is porous with an embedded heavy-duty matting.
- v) Proposals include a landscaping scheme, demonstrating that biodiversity and wildlife as a whole have been considered and a net gain improvement to biodiversity achieved as required by legislation.
- vi) The design and the materials used in the construction of the car park present no visual harm to the area and therefore limits the impact on neighbouring properties.
- vii) The site maintains and protect the open setting to the Grade II listed Severn Lodge Farm and courtyard outbuildings (converted) on its south / east side. Additionally, there shall be no impact on the remnants of ridge and furrow in the adjacent field. Additionally, the proposal shall demonstrate no harm to the Green Belt.
- viii) There is no recognised need for electric vehicle charging points, which are addressed elsewhere in policy H7.

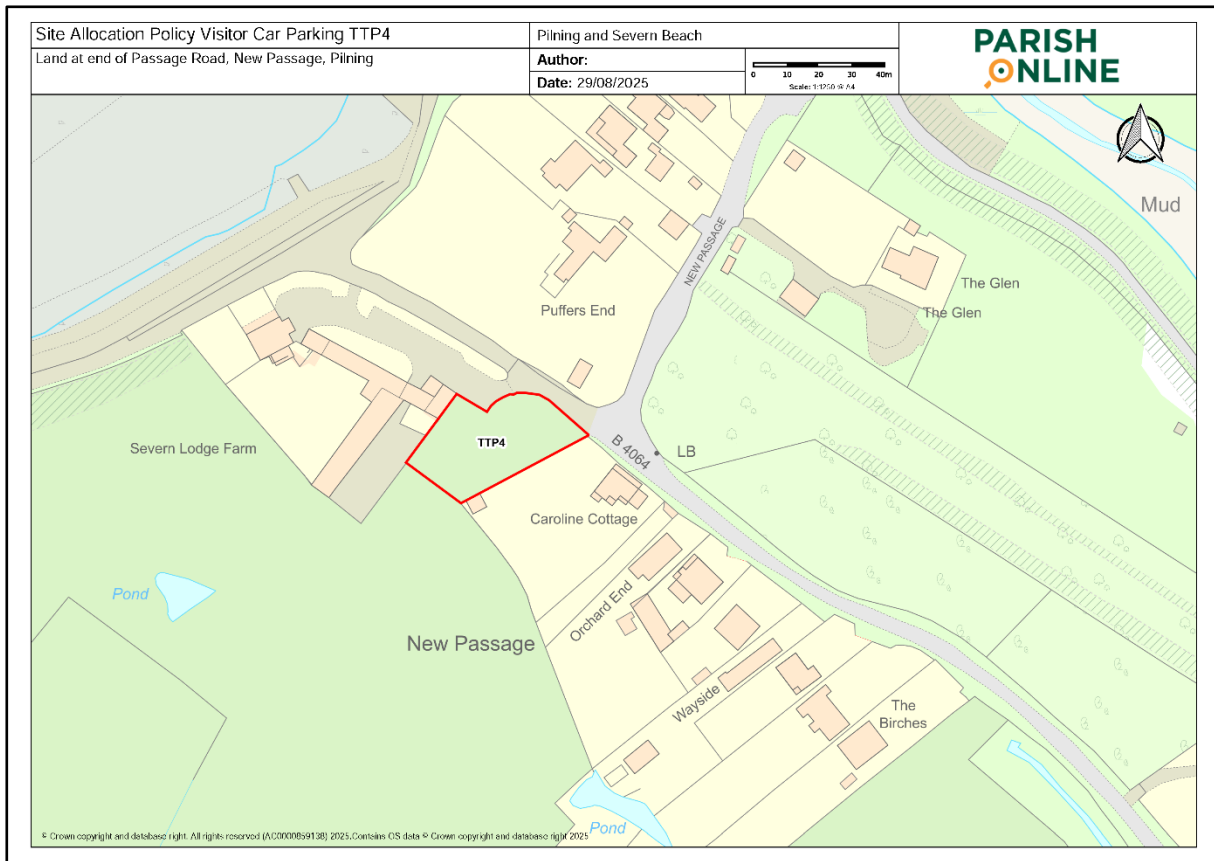


Figure 21 – Site Allocation Policy Visitor Car Parking TTP4: Land at end of Passage Road

8.4.22 Improvements to Walking and Cycling Network Policy TTP5

Policy TTP5: Improvements to Walking and Cycling Network

- i) The NP seeks to support improvements to the walking and cycling networks within and out of the Parish. Improvements include:
 - a) Completion of segregated cycle way up the A403 from Pilning traffic lights to Aust.
 - b) Completion of segregated cycle way down the A403 from Pilning to Western Approach.
 - c) Provision of a useable and maintainable footpath and cycle way from Pilning to Easter Compton.
 - d) Provision of a useable and maintainable footpath/pavement on Northwick Road from the doctors' surgery to Bank Road.
- ii) Any new developments must not preclude the opportunity to deliver the above improvements and should seek to connect to and enhance the footpath and cycleway networks.

8.5 Community Facilities Policies CF₁ to CF₄

- 8.5.1 Policy background
- 8.5.2 For the purpose of this NDP, community facilities encompass halls, sports, and recreational facilities (both indoor and outdoor), and churches. Additionally, commercial establishments such as community shops, cafés, and pubs or bars are also included.
- 8.5.3 This NDP acknowledges that SGC's Core Strategy CS₂₃ establishes requirements for Community Infrastructure and Cultural Activities. Additionally, PSP₃₄ advocates for the preservation of Public Houses, PSP₃₅ sets conditions for food and drink establishments, and PSP₄₄ supports the retention of open spaces, sports, and recreation facilities.
- 8.5.4 Severn Beach once had a prominent pub, the 'Severn Salmon,' which closed in 2000 and was subsequently demolished to make way for housing developments. When such key community facilities are replaced by residential properties, it becomes increasingly challenging for them to be reinstated. A similar threat looms over the pub in the heart of Pilning, which faces potential closure and loss.
- 8.5.5 The three community halls have capacity limits of between 100 and 120 people.
- 8.5.6 Consideration for establishing a new "Community Hub" that may include a coffee shop, potentially a bar, and some business hot desks. This initiative could partially address the current demand. For implementation it would be necessary to identify and secure a suitable location, find partners willing to assist in its development, and source the necessary funding.
- 8.5.7 There is a deficiency of both indoor and outdoor sports facilities within the Parish, along with limited activities for young people. It is considered a high priority to explore opportunities for developing existing playing fields and village halls to better serve the community's needs.
- 8.5.8 Over recent decades, the community has lost several vital retail premises and services, often replaced by residential developments. What remains is considered essential and typically located in central or prime areas, making their loss irreversible.
- 8.5.9 Policy PSP₃₃ aims to protect primary shopping frontages, but recent changes to permitted development rights complicate this effort. Understanding these rights and the challenges of implementing an "Article 4 direction," which would restrict or remove certain permitted rights and require planning permission, is crucial.

- 8.5.10 To further safeguard these facilities, the NPSG approach is to designate specific sites as "assets of community value" (ACVs). Defined in Part 5, Chapter 3 of the [Localism Act](#) and the Assets of Community Value (England) Regulations, this designation enacts the Community Right to Bid, empowering communities to retain vital local assets.
- 8.5.11 It is noted that Policy CS32 protects "community infrastructure", including pubs (see para 10.81 of the CS) which are further protected by PSP24.
- 8.5.12 It is also noted that Government allocates local convenience stores their own F2 Use Class where they have a net sales area of not more than 280m², where they sell essential goods including food, and where they are at least 1km from another convenience store. The F2 Use Class means the convenience stores in Pilning and Severn Beach are protected from change of use without planning permission.
- 8.5.13 Although initiated in the development of the NDP, the process of nominating land or buildings as ACVs will be undertaken separately to this NDP by the Parish Council. The ACVs identified by the NPSG are listed below in the community facilities policies, however the process of nominating and acceptance of ACV's may be completed before or after this NDP is made. When a registered ACV becomes available for sale, then the community will need to confirm its intention to be included in the purchase process and find the funds to buy.
- 8.5.14 The Parish has an adequate amount of public green spaces. However, the importance of maintaining and appropriately preserving the existing public green spaces is recognised and addressed in policy CF4. Green spaces in residential areas such as Cranmoor Green and Gorse Cover Road are good models for future developments.



Picture 15 - Public green space at Cranmoor Green, Pilning



Picture 16 - Public green space at Gorse Cover Road, Severn Beach

- 8.5.15 The Parish has 39 allotments in Severn Beach on land rented by the Parish Council from SGC and 13 in Pilning on land owned by the Parish Council. The NPSG has established from the Parish Council from its utilisation figures that there is a potential shortfall of six sites in Pilning, but provision for Severn Beach is adequate. The Pilning site is not ideal with the raised former railway line running through it.
- 8.5.16 This NDP will allocate land for additional allotments in Pilning as an extension or re-working of the existing site or as a new site. This could arise from ask a housing developer to provide them within their site or selling the existing site for new housing and procuring land for allotments.
- 8.5.17 There are opportunities for the Parish to maximise the delivery of and contributions towards new community facilities through funding from new developments in accordance with Core Strategy policy CS6. These could include:
- a) CIL funded items included on SGC's Regulation 123 list to be funded from the 75% CIL receipts they keep.
 - b) CIL funded from the 25% CIL received by the Parish Council once this NDP is in place.
 - c) S106 obligations requested and negotiated by SGC. Proposals from the NPSG would need to meet a series of strict statutory tests, including being directly related to the development and reasonable.
- 8.5.18 Table 3 provides sample responses from the PS and BGOS as supporting evidence gathered relevant to community facilities:

Table 3: Sample responses from surveys relevant to Community Facilities

Survey Reference	Supporting Response
PS Q13	A significant dissatisfaction among residents of the Parish was the lack of local amenities. For Severn Beach, this was the most common concern. The missing amenities included facilities such as pubs, restaurants, takeaways, fish and chip shops, shops, and community centres.
PS 40, 41	Residents have responded that, although there are sufficient halls within the Parish, the facilities currently available are inadequate. Existing halls require extension, enhancement, or replacement. Many halls have limited capacity or lack additional rooms to support diverse provisions.
Q39	Severn Beach Village Hall is the most used and conveniently situated. Mafeking Hall, owned by the Scouts, is frequently used by them and other groups, serving various community functions such as a Polling Station, owing to its central location. Pilning Village Hall is the least used, in poor condition, and not centrally located.
BOGS – halls & groups	Each hall was identified as lacking adequate parking facilities, with Mafeking having no available parking spaces.
BGOS - halls	Both village halls reported issues with vandalism and fly-tipping and would benefit from the installation of CCTV cameras.
PS Q43 & Q44	A significant lack of facilities for young people was clearly identified, especially the absence of youth clubs. None of the current halls have adequate availability to host regular youth club meetings. Furthermore, issues such as the difficulty in recruiting youth leaders and previous incidents of vandalism were highlighted.
PS Q44	Suggestions for a variety of outdoor activities suitable for young people were proposed, with a skate park being the highlight. Additionally, BMX riding, scooters, mountain biking, roller skating, and zip wires were suggested. There were only three specific requests for a 'pump track,' which had previously been proposed by the P&SBPC.
PS Q42	Residents highlighted a deficiency in social activities and the absence of effective community centres.
PS Q42, Q45	There is a significant demand among residents for a pub, restaurant, and takeaway food outlet in Severn Beach. Additionally, the Post Office service in Pilning is currently unavailable.
PS Q46	There was strong support (> 90%) for existing retail business sites to be safeguarded against future changes of use.
BGOS - large businesses	Large businesses expressed a desire to use local amenities and businesses, provided they are accessible and their existence is known.
PS Q42, Q35	There is a deficiency of indoor and outdoor sporting facilities within the Parish. This is partly due to a shortage of clubs and personnel to operate them; however, without adequate facilities, their development remains challenging. Residents believe that the two existing playing fields provide sufficient recreational space but require improvements to the facilities and ecological enhancements, such as wildflower and tree planting, to promote wildlife and biodiversity.
BGOS - halls	There is minimal utilisation of the existing playing fields for team sports, with only one football team using Severn Beach playing field. This is partly due to a shortage of individuals willing to organise teams, as well as the condition of the facilities.
PS Q33, Q34	90% of respondents make use the Parish's public green spaces. The playing fields are heavily frequented, with Severn Beach experiencing significantly higher usage than Pilning, as residents travel from across the Parish to access it. The sea wall and the adjoining green areas are also well used. Green spaces within residential areas, such as Cranmore Green and Gorse Cover Road, are highly valued by the community.
PS Q25	Residents are generally satisfied with the number of green spaces within the Parish, with only 14% disagreeing that there is sufficient provision.

8.5.19 The following community facilities policies CF1 to CF3 aimed at developing and supporting community facilities are identified below:

Policy CF1: Development of Public house/bar and a takeaway shop in Severn Beach

- i) The Neighbourhood Plan supports proposals to develop in Severn Beach a family orientated pub, bar or restaurant which would provide a social focus for the community.
- ii) The Neighbourhood Plan supports proposals to develop in Severn Beach a takeaway food shop.
- iii) Proposals for the above must include limitations on opening hours past 10pm and other provisions in design and layout in order to minimise impact on neighbouring properties.

Policy CF2: Retention of existing community facilities

- i) Valued existing community facilities shall, be retained. Development proposals which would result in the loss of community facilities, unless it can be demonstrated that demand within the locality for the facility no longer exists or that suitable alternative provision of at least equivalent community value is made elsewhere, shall not be supported.
- ii) As Use Class – F2, this NDP recognises its class and does not support the loss or change of use of; Pilning Convenience Store or Severn Beach Convenience Store and Post Office.
- iii) The following existing facilities shall be protected from loss or change of use to non-retail:
 - a) Pilning Convenience Store (as stated above, additionally protected by Use Class – F2)
 - b) Pilning Telephone Exchange (a former public utility building, prime site for community use, sited strategically in the centre of the village)
 - c) Pilning Surgery & Pharmacy
 - d) Cross Hands Pub and car park (additionally protected by Policy CS23 and PSP34)
 - e) Kings Arms Pub and car park (additionally protected by Policy CS23 and PSP34)
 - f) Severn Beach Convenience Store and Post Office (as stated above, additionally protected by Use Class – F2)
 - g) Severn Beach Bakery Shop/Café
 - h) Shirley's Café, Severn Beach
 - i) Just As You Are Tea Cottage, Severn Beach

Policy CF3: Investments for outdoor and indoor sporting activities

To seek to ensure that investments (e.g. from CIL) are made to outdoor and indoor sporting activities for adults and youths at playing fields and village halls.

Policy CF4: Preservation of existing public green spaces

- i) To seek to ensure that the existing public green spaces of the Parish are maintained, enhance and preserved. Should development of any of these sites come forward in planning, then the adequacy and fitness for purpose of the existing public green space must be evaluated and considered, with plans for equivalent replacement or relocation, as appropriate, ready for implementation. Identified existing public green spaces include:
 - a) Severn Beach Playing Field
 - b) Area adjacent to the sea wall in Severn Beach, including Frances Barr Way and Promenade Gardens
 - c) Gorse Cover Road, Severn Beach
 - d) Pilning Playing Field (Note: this field is identified in this plan for potential development. The scope and size of the existing field must be fully evaluated to establish requirement and to determine the scope of what would need to be either retained or re-located)
 - e) Cranmoor Green, Pilning
 - f) Redwick Common (land either side of the B4064 on the Pilning side of the traffic lights on the A403)

8.6 Large Commercial Developments Policies (LCD 1 to LCD2)

8.6.1 Policy Background

8.6.2 The area's development history dates back to planning permissions granted in 1957/58 for the former ICI chemical works and over 1000 hectares of land ([planning reference number SG.4244](#)). This has facilitated extensive industrial and warehousing development on Severnside, south of the Neighbourhood Plan Area. However, the consent has enabled this development to proceed with minimal regard for local infrastructure or investment in the local community.

8.6.3 SGC's Core Strategy, vision, and policy CS5 emphasises the strategic importance of the land for employment purposes. Policy CS11 has safeguarded an additional 635 hectares with planning permission, primarily within the Parish, as land designated for economic development. Chapter 17 of the Core Strategy is entirely dedicated to Severnside, with policy CS35 playing a crucial role by outlining how

SGC collaborates with the Local Enterprise Partnership (LEP), key landowners, and statutory bodies, including Bristol City Council.

- 8.6.4 This is to provide a strategic development approach aimed at delivering growth while addressing site constraints such as flood risk, coastal protection, biodiversity, archaeology, and transportation. However, it overlooks the potential impact on local communities.
- 8.6.5 Today, there are challenges to the implementation of the original consent on former ICI land. Through necessary planning applications for new developments, the NPSG has taken the opportunity to undertake reviews and has been able, as appropriate, to submit their support to applications or raise objections in areas including the effects of land raising which increases flood risk to neighbouring land, inadequate flooding mitigation, insufficient screening, and the lack of driver welfare facilities. The NPSG has been clear during the NP process, that it is not against appropriately planned and designed development.
- 8.6.6 The Parish is recognised as a rural community, which the Public Survey identified as a key reason people have chosen to live here. However, over the last 20 years the large commercial development has resulted in a destruction/loss of farmlands and natural environments of trees, hedges, and ponds. Warehousing has been constructed without the landscaping or buffering from local communities that were included in the initial phases e.g. the [1995 planning consent for Western Approach](#) showing buffering between Severn Beach, or as promoted in [SGC's Strategic Infrastructure-led Masterplan for Severnside](#), which the NPSG has contributed to and supports.



Picture 17 - New warehousing on Severnside resulting in loss of habitats and risks associated with land raising.

- 8.6.7 This NDP recognises and endorsed the design requirements of SGC's Core Strategy in CS1, however this NDP identifies needs for additional measures such as green buffer zones and orientation of sites which are important to residents.
- 8.6.8 A green buffer zone, comprising a raised bund with tree planting on development sites that face outwards from the Severnside industrial parks towards the residential areas of Pilning and Severn Beach, would provide visual screening and attenuation of noise and light pollution. As well as ecological gains this would make new developments more acceptable to residents.
- 8.6.9 In their design, sites can be such that activities that generate noise and traffic movement are both minimised and orientated in a position so they facing are away from the residential areas of Pilning & Severn Beach.
- 8.6.10 The NPSG was heavily involved in the consultation of Strategic Infrastructure-led Masterplan for Severnside and contributed to its content. The NPSG therefore supports the approaches of the Masterplan for Severnside to its vision for further new large commercial developments.
- 8.6.11 The NPSG considers it important that larger commercial developments reduce harmful impact on the environment and not negatively affect local residents' wellbeing. This NDP intends to encourage through new planning applications, issues to be addressed including the reduction of carbon emissions and improvement of energy security e.g. inclusion of solar photovoltaic schemes on the roofs of large buildings, and impact of flooding to neighbouring area.
- 8.6.12 Adverse flooding impacts on the residential dwellings within the Parish should be addressed prior to planning approval, as described in PSP20 - Flood Risk, Surface Water and Watercourse Management. However, in practice this is often not the case. Measures need to be implemented to prevent the systemic raising of land/creation of impermeable surfaces and rainwater run-off increasing flood risk elsewhere in the Parish. This NDP considers how this oversight can be remedied.
- 8.6.13 The welfare facilities for HGV drivers and other drivers visiting businesses on Severnside appear to be very poor, may not meet Health and Safety guidance, and cause many problems as identified in Table 4 below.



Picture 18 - Roadside parking of HGV's obstructing footpaths and cycleways, with no welfare facilities available on Severnside

- 8.6.14 A remedial action is for businesses in Severnside to provide parking and amenities for drivers to use before and after loading/unloading. This should be enforced through the planning process and should meet or exceed existing Highways Standards for adopted roads. The NPSG is aware of SGC's Local Plan: PSP Plan PSP 16 Parking Standards but considers they do not adequately address this issue.
- 8.6.15 Additionally, there needs to be a provision of a 'truck stop' on the business park. This needs to be located away from residential areas and should be close to the yet to be completed M49 junction. However, there are multiple barriers to overcome in making the provision and ensuring it works. These include:
- a) finding land at an appropriate location away from residential areas and at an affordable price for this type of development.
 - b) encouraging intervention from SGC to purchase and provide the land (there is an existing model in Avonmouth where this has been done by Bristol City Council)
 - c) finding the right business model or application of restrictions that would encourage drivers to use the truck stop and not continue to park on roadsides and empty land.
- 8.6.16 [SGC's Strategic Infrastructure-led Masterplan for Severnside](#) is supportive in recognising this 'lack of suitable lay-over facilities for HGV drivers.'
- 8.6.17 Policy support for the appropriate provision and location for roadside service facilities, i.e. a truck stop location near the M49 junction, is provided via policy PSP12.

8.6.18 Table 3 provides a sample of responses from the PS and BGOS as supporting evidence gathered relevant to Large Commercial Developments.

Table 4: Sample responses from surveys relevant to Large Commercial Developments

Survey Reference	Supporting Response
PS Q13, Q14	The rural community was given as a key reason people had chosen and liked to live in the Parish. Conversely, the impacts of the large commercial developments in Severnside were a major dislike of living in the Parish for residents.
PS Q48	Very strong support was received for the NP attempting to limit the construction of large commercial developments.
PS Q49	Responses showed a strong public feeling the large commercial developments had brought little to no benefits to the Parish.
PS Q49	Benefits that were identified included employment, improvements to public transport, support and use of local amenities and businesses, establishing a requirement for new services and amenities, provision of new natural environments (e.g. ponds and cycleway).
BGOS – large businesses	Interaction with businesses and SevernNet has identified the problems with the parking of trucks and trailers around the site. These problems include restriction of access to sites for businesses, emergency services access, adding to congestion, littering, and human defecation due to the lack of suitable amenities for truck drivers.

8.6.19 The following large commercial development policies LCD1 and LCD2 are identified below:

Policy LCD1: Separation of large commercial developments from residential areas

- i) To establish and protect a green buffer zone between residential areas and large commercial developments. This NDP designates the area identified in Figure 6 (in section 7.5 Large Commercial Development Objectives), as a green buffer zone, where both new commercial and residential development shall only be supported if it recognises and delivers this requirement for the benefit of the local community.
- ii) New large commercial developments at planning application stage must identify and reserve the land necessary for them to establish the green buffer zones described in section 8.6.8. Where green buffer zones between Severn Beach and the industrial area are shown as fields in Figure 6, these fields should not be granted planning permission for development.
- iii) New planning applications for commercial developments shall demonstrate consideration for orientation of sites to reduce impacts on the residents of P&SB.
- iv) New planning applications for large commercial developments are encouraged to demonstrate they have considered impact on the environment and on local residents. Applications are encouraged to include measures to address; reduction of carbon emissions, improvement of energy security and impact of climate change/flooding, beyond existing planning requirements.
- v) All new development sites that face outwards from the Severnside industrial parks towards the residential areas of Pilning and Severn Beach should include a green buffer zone on that side of their sites. In the form of a raised bund and planting, the buffer zone would be designed to provide visual screening, attenuation of noise and light pollution and offer ecological enhancements. The height and depth of raised bunds and their planting must consider the height of the new development so that adequate screening can be provided. Tall buildings above 20m should not be positioned on the edge of the industrial areas and adjacent to residential properties where adequate screening cannot be provided.
- vi) P&SBPC shall make formal checks on all planning applications for large commercial developments, to ensure they have adequately addressed adverse flooding impacts on residential dwellings within the Parish. Where this is not the case P&SBPC should raise an objection to the application.

Policy LCD2: Provision of a truck stop for Severnside

- i) This NP supports applications for the provision of a roadside service and lay-over area for HGV's, also known as a 'truck stop' providing it is of an appropriate size and has adequate welfare facilities for drivers, providing it is suitably located away from residential areas.
- ii) Any roadside service and lay-over area serving Severnside delivery drivers must not be located where it would result in unacceptable impacts on the amenity of nearby residents, particularly in terms of noise and air pollution and where it would have unacceptable transportation effects.
- iii) Such a roadside service and lay-over area will be supported in the Parish if it is located outside of land recommended as green buffer zone, at the new M49 junction, or in a location within Severnside, which can be easily accessed from the M49 junction without affecting existing residential communities and without encouraging additional HGV movements on local roads.

8.7 The Environment, Countryside and Green Belt/Grey Belt Policies (ECGB1 to ECGB3)

8.7.1 Policy Background

8.7.2 The Parish has a rich diversity of natural environments with the Severn estuary and its associated waterfront and wetlands, open countryside, woodlands, and ponds. As well as being enjoyed by residents, the area is receiving an increasing number of visitors for activities like walking, cycling, and fishing. SGC has commenced a nature recovery programme focused on reconnecting and restoring wildlife habitats along the Severn Estuary, known as [Linking the Levels](#).

8.7.3 Residents strongly identified the rural environment and countryside as being especially important and a reason they have chosen to live in the Parish. However, over the last 20 years, with large commercial developments and the huge increases in associated traffic, there has been significant environmental impact and loss of open countryside and natural habitats. Residents are concerned by potential further commercial developments close to residential areas causing a further loss of the surrounding countryside. The Severnside & Avonmouth Wetland Habitat Project, between SGC, Bristol City Council & Natural England has identified mitigation measures and buffer zones required to protect wetland habitats from the industrial development on Avonmouth and Severnside. The report, produced by Cresswell Associates in 2011 is titled [Stage 2: Review of Consent at Severnside and Avonmouth Impact Assessment](#).

8.7.4 Residents identified issues of litter and fly tipping around the Parish. Proposals to address this by more regular litter picking, provision of more bins and availability of CCTV cameras are outside the scope of the NP and are addressed in the Aspirations Document.

- 8.7.5 Pilning is a sustainable location for new housing development, but the delivery of new homes, particularly in the northern half of Pilning, is restricted by the Green Belt.
- 8.7.6 The latest December 2024 [NPPF](#) has introduced the concept of 'grey belt' defined as 'land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development'. The identification of sites H1, H2 and H3 as 'grey belt' is the primary approach for allowing development in accordance with their relevant policies. However, for the sake of continuity of the work already completed in the development of the NP, the approach to additionally remove land from the Green Belt and to amend settlement boundaries to allow development in this area has been retained.

It should be noted in September 2025, the SGC Development Management Committee determined in approving planning applications [P24/02911/F](#) and [P24/01126/RVC](#), that land on the south side of Bank Road included in Policy H3 and adjacent to site H2 should be considered as 'grey belt'. Additionally, no adverse impacts on Green Belt were identified in approving these sites for residential development.

- 8.7.7 The NPPF explains that "Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans."
- 8.7.8 The Regulation 19 publication of the emerging SGC Local Plan has already established that there is a need to alter the Green Belt in order to deliver new homes (e.g. clause 15 in part 1 Strategy Principles of the Policy Wording identifies seven village locations where land should be removed from Green Belt). Additionally, the background report prepared by WECA to inform SGC's Green Belt review has noted that the area of Green Belt at Pilning generally south of Bank Road does not serve the Green Belt purposes well.
- 8.7.9 Clause 16 in part 1 Strategy Principles of the Policy Wording of the Regulation 19 publication of the emerging SGC Local Plan provides the following policy hook: Communities that seek to deliver homes through neighbourhood plans will be supported and, where sufficient evidence and justification is provided, detailed amendments to the Green Belt will be acceptable in line with NPPF paragraph 145. Detailed Green Belt amendments will not take effect until the Neighbourhood Plan is made after successful examination and referendum.

- 8.7.10 Green Belt Boundaries can be altered in exceptional circumstances. Not being able to meet an identified need for homes is an exceptional circumstance (NPPF paragraph 146).
- 8.7.11 The [Exceptional Circumstances Case](#) prepared by the Neighbourhood Plan Steering Group sets out the exceptional circumstances for amending the Green Belt at Pilning specifically, and the [Green Belt Review](#) prepared by Vision Planning to inform this NDP supports WECA's (implied) view that proposed housing sites between Bank Road and The Pill would result in less harm to the purposes of the Green Belt than other sites proposed. In addition, reference should be made to Policy H10.
- 8.7.12 Simply excluding these proposed sites from the Green Belt would result in an irregular 'saw toothed' Green Belt boundary that would not meet the requirements of NPPF paragraph 148. Specifically, it would include land that it is not necessary to keep permanently open (and may already be partly developed), it would not necessarily lead to a boundary that will not need to be altered again at the end of the plan period, and it would not result in a boundary that was clearly defined "using physical features that are readily recognisable and likely to be permanent".
- 8.7.13 Removing land from the Green Belt and amending the settlement boundary to Bank Road as shown in Figure 9, better meets the NPPF's requirements. The scope of the land to be removed is presented in policy E&C1 and in the applicable individual site allocation policies.
- 8.7.14 While the NPPF allows NDPs to amend Green Belt boundaries, this is in the context that strategic policies have already established the need for the Green Belt boundary change.
- 8.7.15 Green Belt is a policy tool, with its purpose to contain big cities, to stop them sprawling, and to avoid them merging into separate towns nearby. The NPPF defines five purposes of the Green Belt as identified in Section 3 of this NDP. The proposed changes to Green Belt in Pilning do not impact those five purposes with the proposed areas for removal already constrained within physical barriers of motorways and railway lines.
- 8.7.16 The Neighbourhood Plan Steering Group has progressed the NDP, as far as possible, in accordance with its published project plan. It has always been the expectation that the NDP is likely to reach examination before the Local Plan is adopted.
- 8.7.17 During the development of the Neighbourhood Plan, in discussion, SGC has stated that the inclusion of a "policy hook" in the adopted Local Plan (Core Strategy) will be necessary to enable areas of greenbelt to be removed through the Neighbourhood Plan. As stated above that 'policy hook' is now in the

Regulation 19 publication of the Local Plan. A [Statement of Common Ground](#) between the P&SBNPSG and SGC in relation to making amendments to the Green Belt has been prepared.

- 8.7.18 In the unlikely event that the adopted Local Plan does not include the necessary strategic policy, the proposed NDP policy ECGB1, below, would require an immediate review of the NDP to determine how any shortfall in housing provision can be met.
- 8.7.19 At the start of the NP process, it was apparent that many residents had limited understanding of where Green Belt existed in the Parish and why it was there. Throughout the development of the Neighbourhood Plan, the Steering Group has made efforts to inform residents and believes now there is better understanding and acceptance that certain changes to green belt boundaries could allow improvements and help sustainability of the Parish and further protection of residential areas.
- 8.7.20 P&SBPC had, separate to the NP, previously submitted to SGC a request to re-align the inner edge of the Green Belt southwards to coincide with the northern edge of the Severnside Enterprise Area, i.e. the northern edge of the Western Approach Distribution Park. This is in order to limit the extent of commercial development to that already consented, in line with earlier Local Plans and Policy CS35 of the Core Strategy. This request is outside of the NP but if successful would result in a net gain of Green Belt should sites to the north of Pilning be released for housing development. The request to extend this area of the Green Belt is supported by policy ECGB2.
- 8.7.21 New developments whether for housing or commercial are expected to create green infrastructure space as part of their developments in accordance with CF24. For sites for new housing other than small infill, for P&SB the expectation is that as well as solutions for flood mitigation like ponds, an appropriate level of green infrastructure will be included in proposal.
- 8.7.22 It is noted that whilst a number of objectives are identified in this section of the NDP, some are addressed by policies defined in other areas of the NDP and therefore do not result in Environment and Countryside policies.
- 8.7.23 Settlement boundaries are defined lines drawn on maps within a local plan to indicate where a town or village's built-up area ends and the countryside begins. These boundaries are key tools in spatial planning, helping planners determine where new development - such as housing, employment sites, and infrastructure - can and cannot be built.

- 8.7.24 The goal of these boundaries is to preserve the character of settlements while managing urban sprawl. They function as a policy for containment, controlling limits to expansion for a specific area.
- 8.7.25 Lines of settlement boundaries reflect the physical built edge of an individual town or village, which include housing, employment, community, and recreational spaces. They typically trace the edges of permanent physical features; so along the curtilages of buildings and field boundaries; roads, paths etc.
- 8.7.26 Within boundaries there is a presumption in favour of development, subject to normal planning policies. Outside of boundaries, much stricter planning criteria apply, and applications are more likely to be refused unless they meet specific exceptions.
- 8.7.27 The Core Strategy defines the Parish, other than Severnside, as a rural area. It further defines settlement boundaries around Severn Beach, Pilning and Redwick. Policies CS5 and CS34 support small scale development in these settlements, but restrict development outside these boundaries, although it goes on to explain that a Neighbourhood Plan can alter the boundaries.
- 8.7.28 The Neighbourhood Plan seeks to amend the existing Settlement Boundaries of Pilning and Severn Beach to include the identified sites for development in this NDP. The amendments shall include any land between those sites and the existing settlement boundaries such that the new boundaries are uniform in shape.
- 8.7.29 Table 3 provides a sample of responses from the PS and BGOS as supporting evidence gathered relevant to the Environment and Countryside.

Table 5: Sample responses from surveys relevant to the Environment, Countryside and Green Belt

Survey Reference	Supporting Response
PS Q13, Q14	Residents strongly identified the rural environment and countryside as being especially important and a reason they have chosen to live in the Parish.
PS Q37	Issues of litter and fly tipping have been identified with a need for more regular litter picking and provision of more bins. More robust actions such as cameras, were requested to deter fly tippers.
PS Q38 & Q47	It was apparent that many residents had limited understanding of where the green belt existed in the Parish and why it was there. Throughout the Neighbourhood Plan development, the Steering Group has made efforts to inform residents, and such there is now a better understanding.

8.7.30 The following Environment, Countryside and Green Belt policies ECGB1 to ECGB3 are identified below:

Policy ECGB1: Removal of Land from Green Belt

- i) Policies H1, H2 and H3 have already concluded that these sites should be considered as 'grey belt' and therefore development of the sites is appropriate, in accordance with the related policies.
- ii) Further to i) above, an area of land in Pilning north of The Pill and south of Bank Road, extending west from Northwick Road and east to include the village playing field, is to be removed from the Green Belt to further support the housing developments to meet the identified housing need at Pilning.
- iii) This land includes the sites that have been put forward for residential development and are addressed by the following new housing policies: H1, H2 and H3. The intention is to include these sites and any land in between in order to present a regular boundary for the Green Belt along Bank Road and to allow the redefinition of the settlement boundary.
- iv) If, when adopted, the SGC Local Plan does not enable this Green Belt boundary alteration, or the definition of sites H1, H2 and H3 as 'grey belt' has not been established, then the Neighbourhood Plan will be immediately reviewed to determine how any shortfall in housing provision can be met.

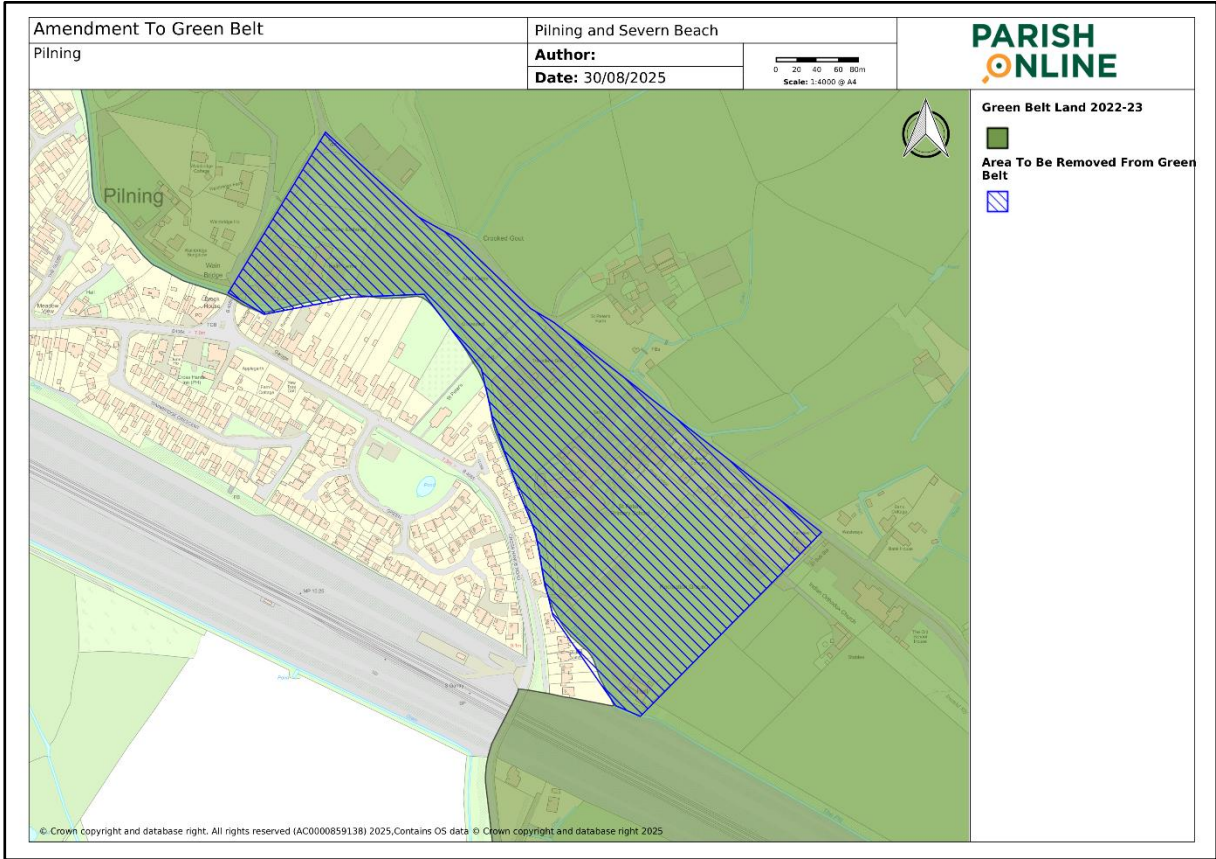


Figure 22 – Amendment to Green Belt

Policy ECGB2: Adding Land to the Green Belt

This NDP seeks to support P&SBPC's submitted request to SGC to extend the Green Belt at Severn Beach. The P&SBPC proposal is to re-align the inner edge of the Green Belt southwards to coincide with the northern edge of the Severnside Enterprise Area, i.e. the northern edge of the Western Approach Distribution Park. The P&SBPC proposal would encompass the residential areas of Severn but would permit potential future residential development by re-defining settlement boundaries, e.g. as achieved in this NDP in Policy ECGB2.

Policy ECGB3: Settlement Boundaries Policy

- i) This NDP proposes and supports amendments to the existing settlement boundaries within the Parish defined in maps within the existing core Strategy and maintained by SGC.
- ii) The amendments shall include the addition of development sites identified in the new housing policies H1, H2, H3, H8 and H9 and the associated maps in this NDP. Additionally, Figure 23 and Figure 24 are the maps showing the existing and proposed settlement boundaries, respectively for Pilning and Severn Beach.
- iii) The amendments shall include any land between those sites and the existing settlement boundaries, such that the new boundaries are uniform in shape and follow features such as roads. For Pilning this shall include all land east of Northwick Road and south of Bank Road in an easterly direction up to and including the playing field and village hall.

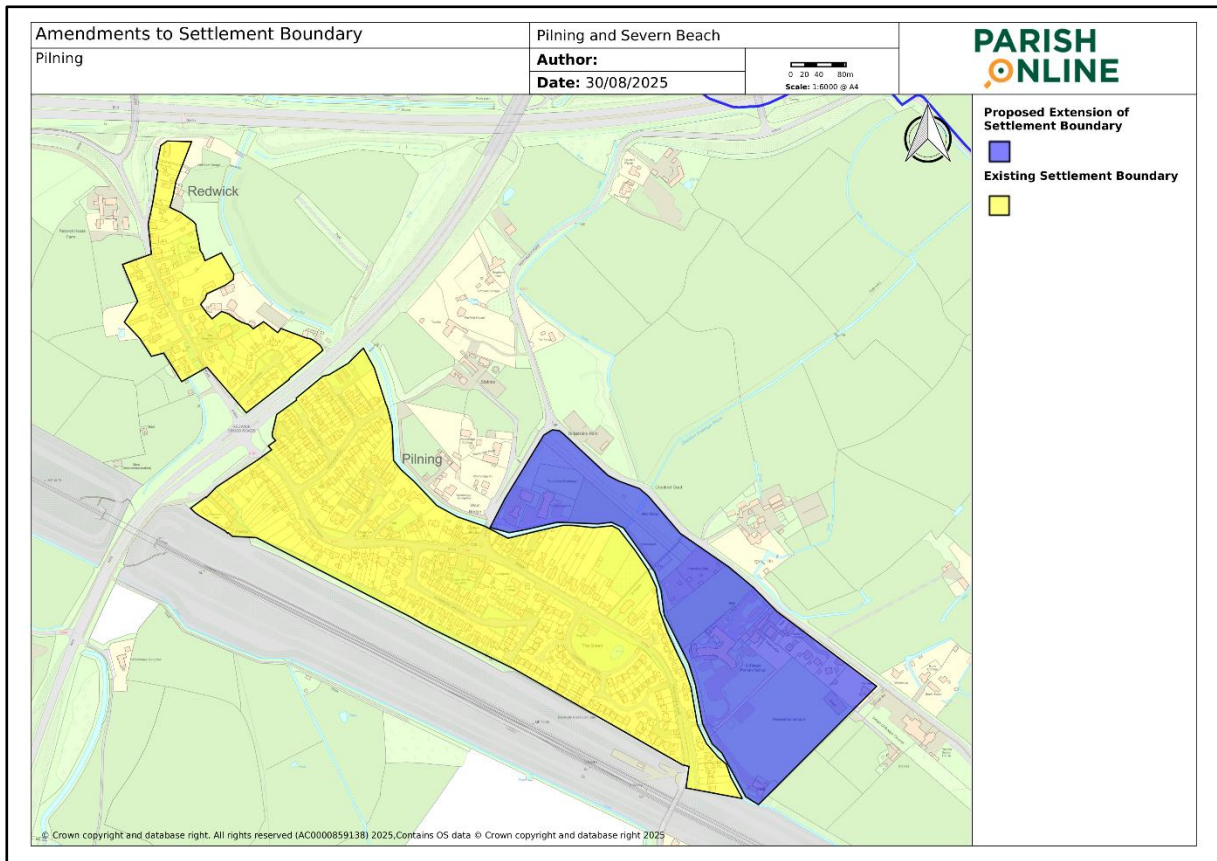


Figure 23 – Existing Settlement Boundary and Proposed Amendments: Pilning

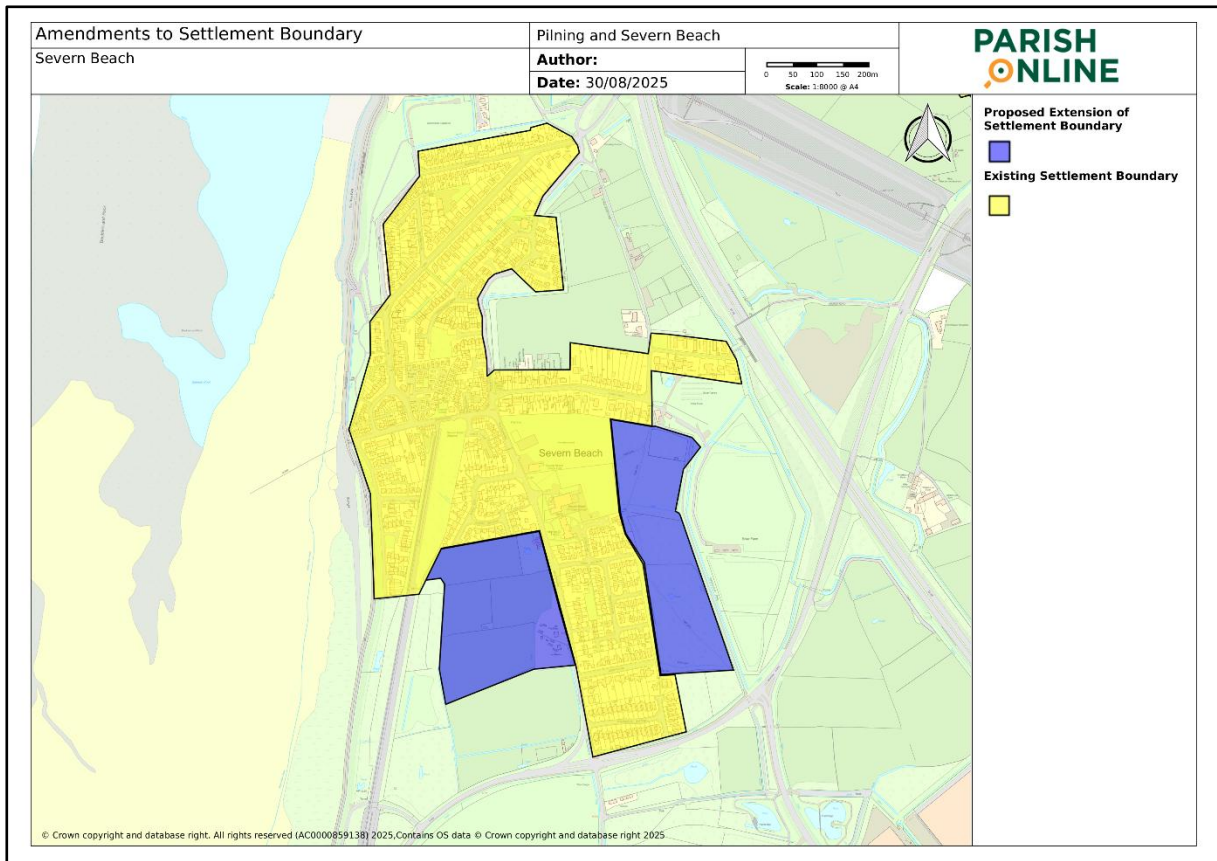


Figure 24 – Existing Settlement Boundary and Proposed Amendments: Severn Beach

Appendices

Appendix A: Evidence Base

During the development of the Neighbourhood Plan, a substantial amount of evidence was collected from the community by the Steering Group and through studies conducted either by the Steering Group or by independent specialist consultants. This evidence has been documented in written reports, which are publicly available on the [Neighbourhood Plan pages of the Parish Council's website](#). Below is a list of these documents and links to them, arranged in chronological order of their completion.

- a) [Pilning & Severn Beach Housing Needs Assessment \(HNA\)](#)
- b) [Results of Public Survey](#)
- c) [Character Assessments](#)
- d) [Design Codes and Guidelines](#)
- e) [Green Belt Review](#)
- f) [Green Belt Exceptional Circumstances Case](#)
- g) [Green Belt Statement of Common Ground](#)
- h) [Flood Risk Sequential Test](#)
- i) [Level 2 Strategic Flood Risk Assessment](#)
- j) [Flood Risk Statement of Common Ground](#)
- k) [Strategic Environmental Assessment \(SEA\)](#)
- l) [Habitats Regulations Assessment \(HRA\)](#)
- m) [Aspirations Document](#)
- n) [Record of Identified Sites Initial Assessment Decisions](#)
- o) [Regulation 14 Consultation Summary Report](#)

Appendix B: Consultation Statement

Introduction

This Consultation Statement is prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012.

The legal basis of a Consultation Statement is provided by Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations, which requires that a Consultation Statement should:

- contain details of the persons and bodies who were consulted about the proposed neighbourhood plan.
- explain how they were consulted.
- summarise the main issues and concerns raised by the persons consulted; and describe how these issues and concerns have been considered and, where relevant addressed in the proposed Neighbourhood Development Plan (NDP).

The policies contained in the P&SBNP result from the considerable interaction and consultation with the community within the Parish, the Local Authority, and the relevant statutory bodies.

This Consultation Statement was initially prepared prior to the Regulation 14 consultation stage of the statutory process and therefore described only the early work including the preparation, execution, and interpretation of surveys; communication with the community and statutory consultative bodies using various media and face to face engagement, and feedback events.

The initial Consultation Statement was updated after Regulation 14 consultation for the Regulation 15 submission of the NDP. Due to its large size, the detail of the Regulation 14 consultation is included in a separate [Regulation 14 Consultation Summary Report](#).

Aims of the P&SBNP Consultation Process

The key aims of the initial stages of the consultation process has been to take every opportunity to communicate effectively in the local community including to; residents, local businesses, groups and organisations, the Parish Council, SGC and other interested bodies. The objective has been to keep all aware of the direction and progress of the Neighbourhood Plan and to get feedback in order to influence the developing content.

Methods of Support Consultation on the Neighbourhood Plan

Establishment of Neighbourhood Plan pages on the Parish Council Website appropriately share information. The availability of the website has been widely communicated.

Set up of a NPSG email address for sending formal emails and for receipt emails from interested parties. All emails received have been responded to, addressing points raised and advising how these will be addressed in the NP and planning process.

Canvassing residents to register to join a mailing list to receive email updates on the NP.

Establishing regular monthly Steering Group meetings which are open to the public. Meetings are publicised in advance in the parish magazine with draft agendas posted on the website. Agendas include a section for public participation and questions. Minutes have been recorded for all Steering Group meetings and when agreed are posted on the website. Meetings have been held every month without fail since the Steering Group was established in January 2021.

Approximately every other meeting, through to the end of 2024, was attended remotely by consultant, Stuart Todd, representing and reporting back to SGC.

One-page Steering Group Newsletters have been published in every monthly edition of the parish magazine 'In View' since June 2021. The newsletters provide information on progress and direction, contacts for and make-up of the Steering Group and encourage feedback and attendance at meetings.

A Public Survey of residents was conducted in December 2021. All households received a hand delivered letter and a survey booklet which they were strongly encouraged to return to post boxes at addresses around the Parish. The survey was also available for completion online.

The survey sought residents' opinions on what was considered by the Steering Group to be the emerging key issues of the NP. The return rate for the survey was 27% - considered to be very good for this type of Public Survey.

All the survey results and free text responses were analysed, and the findings put into statistics and graphics, which were professionally printed on display boards. A public presentation event was held in Severn Beach on 22/3/2022. The survey results were also published at the time on the website. The Steering Group took the opportunity to present the survey results at a community event at Pilning Village Hall on 14/5/2022. At these events questions were answered by the Steering Group members and feedback forms also used and processed.

In the summer of 2022, the Steering Group surveyed through face-to-face interviews local businesses, groups and organisations with questionnaires tailored to particular types. In preparation for these surveys a presentation was given at a SevernNet forum on 4/5/2022.

As a result of this engagement the draft objectives and policies of the NP were prepared with the help of a planning consultant, Stuart Miles of Vision Planning. These were professionally printed on display boards and presented together with maps of potential sites and presented at public events in Severn Beach on 28/3/2023 and Pilning on 1/4/2023. Further opportunities were taken to present these at other public events such as the Severnside Festival at Severn Beach on 8/7/2023, and Pilning Flower Show on 25/8/2023. A

further presentation was given at a SevernNet forum at Severn Beach Village Hall on 23/5/2024.

Regulation 14 Consultation Summary

The detail of the Regulation 14 consultation which ran from 15th September to 26th October 2025, is provided in the Regulation 14 Consultation Summary Report. The report includes the following information:

- a) How the Regulation 14 consultation was publicised
- b) The formal notifications sent to statutory consultees, residents, businesses groups and organisations, and landowners/developers
- c) Notices posted in the Parish magazine, In View
- d) The methodology used processing feedback received
- e) Statutory Consultees notified and response monitor
- f) Local businesses groups and organisations notified and response monitor
- g) Feedback received from all parties during the Reg14 consultation
- h) Meetings held with different parties in processing feedback
- i) Responses given to all parties
- j) Amendments to be made to the NDP

The Regulation 14 Consultation Summary Report and amendments to the NDP and other supporting documents were originally completed on 9th February 2026. However, as a result of further consultation between the NPSG and the P&SBPC, further minor amendments were made with the NDP and the Regulation 14 Consultation Summary Report re-issued on 19th March 2026.

Appendix C: Monitoring and Review

- a) Responsibility for monitoring and review of the Neighbourhood Plan rests with Pilning & Severn Beach Parish Council and, during the plan period to 2035, Pilning & Severn Beach Parish Council will monitor and review the progress of the Neighbourhood Plan.
- b) The adequacy of Neighbourhood Plan policies will be assessed by monitoring new development within the parish to ensure that proposals accord with policies set out in this Neighbourhood Development Plan.
- c) An Annual Monitoring Report will be reported to each Annual Parish Council meeting summarising the findings of this monitoring. The Report will be made publicly available on www.psbpc.co.uk.
- d) The NPPF advises that “policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary.”
- e) On that basis, within 5 years of this Neighbourhood Plan being made, the Parish Council will consider whether policies of the Neighbourhood Plan, or the Neighbourhood Development Plan as a whole, needs to be rewritten. If a review is recommended, SGC will be notified and, subject to approval from SGC, a Steering Group will be formed to oversee the review.
- f) A new SGC Local Plan is currently being prepared, with a plan period up to 2040. It is likely that any revised Pilning & Severn Beach Neighbourhood Plan would also run to 2040 to align with the issued Local Plan.
- g) The separate Aspirations Document identifies issues that have arisen during the process of preparing this Neighbourhood Plan, considered by the Steering Group to be not directly planning related and therefore outside of the scope of a Neighbourhood Plan. The Aspirations Document ensures that these valid issues arising out of the evidence gathered through the development of the Neighbourhood Plan are appropriately recorded and can be taken forward as separate projects by the Parish Council. An Annual Monitoring Report of the issues identified in the Aspirations Document will be prepared for each Annual Parish Council meeting during the life of this Neighbourhood Plan. This will ensure the issues cannot be ignored, projects can, as appropriate, be planned by the Parish Council and progress can be monitored.

Appendix D: P&SB Neighbourhood Area Designation Report

The P&SB Neighbourhood Area Designation Report was delivered in the [Service Level Agreement between SGC and the P&SB NPSG](#) (the Relevant Body) which was submitted on 31/3/2021 and was signed and commenced on 19/4/2021. The document includes the map defining the Neighbourhood Area.

Appendix E: Acronyms and Definitions

Acronym	Definition
AECOM	Architecture, Engineering, Construction, Operations, and Management (see Appendix F for further details about AECOM as a business)
ACV	Assets of Community Value
ASEA	Avonmouth Severnside Enterprise Area
BGOS	Business Group & Organisation Survey
CIL	Community Infrastructure Levy
EA	Environment Agency
EIA	Environment Impact Assessment
FRA	Flood Risk Assessment
GIS	Geographic Information System
HELAA	Housing and Economic Land Availability Assessment
HNA	Housing Needs Assessment
HRA	Habitats Regulation Assessment
LEP	Local Enterprise Partnership
NA	Neighbourhood Area
NDP	Neighbourhood Development Plan
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPSG	Neighbourhood Planning Steering Group
P&SB	Pilning & Severn Beach
P&SBNADR	Pilning & Severn Beach Neighbourhood Area Designation Report
P&SBNDP	Pilning & Severn Beach Neighbourhood Development Plan
P&SBNP	Pilning & Severn Beach Neighbourhood Plan
P&SBNPSG	Pilning & Severn Beach Neighbourhood Plan Steering Group
P&SBPC	Pilning & Severn Beach Parish Council
PPG	Planning Practice Guidance
PS	Public Survey
PSP	Policies, Sites and Places
Ramsar	Wetlands of international importance (ask Gary)
SEA	Strategic Environment Assessment
SFRA	Strategic Flood Risk Assessment
SGC	South Gloucestershire Council
SHELAA	Strategic Housing and Economic Land Availability Assessment
SIMPS	Strategic Infrastructure-led Master Plan for Severnside

Appendix F: Links and References

Organisation or Reference	Description
<u>AECOM</u>	AECOM is a major provider of infrastructure services, delivering solutions for both public and private sectors. Their stated aim is to partner with clients "to create vibrant communities, improve transport connections, accelerate the energy transition, and enhance national security".
<u>Locality</u>	Is the national membership network supporting local community organisations to be strong and successful. They believe in the power of community to transform lives and create a fairer society. Locality provides specialist advice, peer-learning, resources, and campaigns to help every community thrive
<u>Department for Levelling Up</u>	Supports communities across the UK to thrive, making them great places to live and work. Their work includes investing in local areas to drive growth and create jobs, delivering the homes our country needs, supporting our community and faith groups, and overseeing local government, planning, and building safety.
<u>SGC Core Strategy</u>	This sets out a vision for future development in South Gloucestershire to 2027. It covers the general location, type and scale of development as well as protecting what is valued about the area.
<u>SGC Policies, Sites and Places Plan</u>	This forms part of the South Gloucestershire Local Plan, together with the Core Strategy and Joint Waste Core Strategy. All these documents are used by the council when assessing planning applications.
<u>Localism Act 2011</u>	This Act seeks to give effect to the Government's ambitions to decentralise power away from Whitehall and back into the hands of local councils, communities, and individuals to act on local priorities.
<u>SGC Local Plan</u>	This will include a new strategy and policies to guide and manage growth and change in the South Gloucestershire area over at least the next 15 years.
<u>Strategic Infrastructure-led Master Plan for Severnside</u>	The final masterplan sets out a locally informed vision to help shape the future of Severnside in the medium and long term, up to 2050. It builds on all of the different strengths that the area has. The masterplan considers the: character of existing coastal villages and rural communities.

<u>Homes England - Affordable Housing</u>	This is housing which is deemed affordable to those with a household income at or below the median as rated by Government or a local government by a recognized housing affordability index
<u>National Planning Policy Framework</u>	The revised National Planning Policy Framework sets out government's planning policies for England and how these are expected to be applied.
<u>National Planning Practice Guidance</u>	This sets out the government's planning policies for England and how these are expected to be applied.
<u>Ramsar</u>	These Sites are wetlands of international importance that have been designated under the criteria of the Ramsar Convention on Wetlands for containing representative, rare, or unique wetland types or for their importance in conserving biological diversity.
<u>2011 Census Ward Profile</u>	Shows the demographic profile of P&SB Parish 2011
<u>2021 Census Ward Profile</u>	Shows the demographic profile of P&SB Parish 2021
<u>2021 Census Data Filtered for Pilning and Severn Beach Parish</u>	Shows the demographic profile and pie charts of P&SB Parish 2021
<u>Pilning & Severn Beach Population Information</u>	Shows a Census summary for the Parish
<u>Flood Risk</u>	Flood risk is a combination of the probability (likelihood or chance) of an event happening and the consequences (impact) if it occurred
<u>DLP Consultants - Planning Research Unit</u>	The Older Persons Housing Needs Model
<u>SGC Strategic Flood Risk Assessment - Level 1</u>	Level 1 Strategic Flood Risk Assessment
<u>Sequential Test</u>	The purpose of the Sequential test is to guide development to areas at lowest risk of flooding, by requiring applicants to demonstrate that there are no alternative lower risk sites available where the development could take place
<u>SevernNet</u>	SevernNet is a social enterprise run by and for the businesses, community, and other stakeholders across the SevernNet Area (Royal Portbury Dock, Avonmouth, Severnside, Western Approach).
<u>SevernNet Transport Strategy</u>	Local Authorities in the West of England are working in partnership with SevernNet to develop a joint Transport Strategy for movement in the Portbury, Avonmouth and Severnside (PAS) area, helping to ensure it develops to the benefit of the West of England, supporting businesses, employees,

	residents, freight movement and other associated access requirements.
<u>Regulation 123</u>	This allows for up to 5 separate S106 agreements (signed on or post 6th April 2010) for the funding or provision of an infrastructure project or type of infrastructure as an alternative to the CIL
<u>Section 106 (S106)</u>	A section 106 agreement is an agreement between a developer and a local planning authority about measures that the developer must take to reduce their impact on the community. A section 106 agreement is designed to make a development possible that would otherwise not be possible, by obtaining concessions and contributions from the developer.
<u>WECA</u>	Combined Mayoral authority for the West of England.
<u>Planning Obligations</u>	Planning obligations are legal obligations entered into to mitigate the impacts of a development proposal.
<u>Linking the Levels</u>	A SGC nature recovery programme focused on reconnecting and restoring wildlife habitats along the Severn Estuary.
<u>The Severnside & Avonmouth Wetland Habitat Project: Stage 2: Review of Consent at Severnside and Avonmouth Impact Assessment.</u>	Mitigation measures and buffer zones required to protect wetland habitats from the industrial development on Avonmouth and Severnside. Report, produced by Cresswell Associates in 2011 on behalf of SGC, BCC and Natural England.
<u>1957 Planning Consent on former ICI Land</u>	Gloucestershire County Council document SG.4244. Date 27th November 1957. The Local Planning Authority hereby permit development at Imperial Chemical Industries (ICI) an area laying roughly between Severn Beach and Chittingen Trading Estate. Total area comprising area 1 of approx. 1,000 acres, area 2 of approx. 545 acres and area 3 of approx. 1,100 acres.
<u>1995 Western Approach planning consent</u>	SGC planning portal reference: P94/0400/8. Development of 87.9 hectares of land for the layout and construction of a distribution park. Refer to plan on 'map' tab.