



Pilning & Severn Beach Parish Council Meeting held on Monday 6th October 2025. Emmaus Church Centre, Gorse Cover Road, Severn Beach BS35 4NP 7pm

WELCOME

The Chair welcomed everyone to the meeting and set out the objectives of the meeting

PT noted that this is not a 'public meeting', it is a Parish Council meeting, which the law requires to be held in public.

We have one item on the Agenda, the Neighbourhood Plan

I shall, as usual, call on members of the public who have requested permission to speak, Councillors will listen to what you have to say, so if you could, please, avoid repeating things that others have already said. I ask each of you to be brief, as we have a lot to get through. After those submissions I ask you all to remain quiet for the rest of the meeting, so that councillors can discuss. We shall try to speak up so that you can hear but, however tempting, I ask that you don't try to join in.

The Neighbourhood Plan is on the final straight. The timetable is that on 26th of October the Plan is accepted by us and handed on to SouthGlos. Tonight is our opportunity to comment on the plan as it stands. (See appendix A for fuller detail)

As of tonight, we can say to the NPSG that we like or dislike this or that, and each of us as individuals, can also write in as residents. But it is for them, the NPSG, having received all comments, to decide how to amend the Plan to address the concerns.

The final stage will be in February, by when the Plan will have been scrutinised by SouthGlos and then by a Planning Inspector. (See appendix A for fuller detail)

So, in February we shall have a public vote or Referendum to accept and adopt our plan and to require SouthGlos to adopt it as their Policy, aligning with the New SG Local Plan. That vote will be conducted by SGC as the election authority.

As you know, there have been many local developments where the views of the Parish Council have been disregarded by SGC, mainly because they don't live in the area, so they don't understand the local issues. This Plan when adopted should change that.

COUNCILLORS:

Graham Crane (GC); Nick Davies (ND); Mike Pruett (MP); Stephanie Rutterford (SR); Olga Taylor (OT) and Peter Tyzack (PT) (Chair)

Also attending Jonathan Edwardes (JE), (Parish Clerk & RFO), District Cllr Simon Johnson (SJ), Richard Edwards (RE), John Miller, Gary Sheppard, Gill Cox from the Neighbourhood Plan Steering Group, and forty-five members of the public.

1 Apologies for absence

Ian S Roberts (ISR), Victoria Bywater (VB) (Vice Chair); Steve Graham (SKG)

2 Declarations of Interest

To receive declarations of interest under the Localism Act 2011 – being any pecuniary interest in agenda items not previously recorded on Members' Register of Interests.

ND is a member of the Neighbourhood Plan Steering Group

3 Public Participation

1. Variety of planning issues - Concerns were raised about a lack of public awareness and communication from the Parish Council regarding developments like warehousing and Gypsy sites. Emphasized the need for proactive public notification and transparency. Advocated for community involvement and visibility of objections and support levels. Criticism of long-term neglect of community spaces, especially for children. Argued that new housing developments must consider youth needs, such as play areas. Expressed shame over the lack of investment in facilities for younger generations.
2. Warehouse behind Cranmoor Green - The Parish Council was questioned about its awareness and response to the height and proximity of warehouses near Cranmore. Highlighted issues including overshadowing, pollution, flooding risks, and property devaluation. Expressed frustration over limited public notification and potential planning breaches.
3. Pilning Playing Field - concern was expressed over the loss of playing fields, stating that alternative sites had been rejected and that the current approach was not in the parish's best interest. Emphasized the importance of making community views heard.
4. Policy H1 – The Parish Council were challenged the inclusion of Policy H1 (building on playing fields) in the Neighbourhood Plan. Argued it contradicts local and national health strategies and undermines community wellbeing. Proposed removing H1 or relegating it to an appendix with justification. Sought clarity on whether public comments would lead to plan amendments.
5. NP referendum - the effectiveness of public voting was questioned and whether community opposition would influence development outcomes. The resident expressed scepticism about whether public voices would be respected amid broader political and economic pressures. Highlighted the need for affordable housing but warned against a token consultation.
6. Community shed - concern about the community shed planning application being altered and whether the map supplied to South Gloucestershire Council was correct. Questions were raised over, parking arrangements, lack of disabled access at the allotment car park site, and some unresolved site maintenance issues, including the access gate and various amounts of rubbish and scrap.
7. Miniature railway – Criticism was levelled about the handling of the miniature railway and footpath planning, ND replied that there are two possible routes for the railway near the site of the berm with the preferred route being through the berm.

Statement regarding Pilning Station OT

Pilning Station is a strategic transport asset. hiding in plain sight. It sits on the South Wales main line, passed by over 700 trains per week, yet offers only two eastbound services on Saturdays. This is not a missed opportunity. This is a planning failure.

The ARUP strategic case shows building's potential To serve 40,000 jobs, 40,000 jobs in the Avonmouth Severnside Enterprise Area, link directly to Cardiff, Bristol, and the Southwest, and support sustainable growth through a mobility hub. park and ride.

The station is adjacent to the new M49 junction and proposed housing development, making it ideally placed to reduce car dependency and congestion. We must correct the imbalance in our transport strategy. Seven Beach Station is rightly supported in the plan, but Pilning is barely mentioned. OT proposed a new policy TTP 6, (see appendix A) to

safeguard and enhance Pilning Station, restore regular services and integrate it into our future connectivity. This aligns with the national planning policy framework, Metro West ambitions and our own objectives for sustainable development. Let's not let another planning cycle leave Pilning Station behind. It's time to get this vital asset back on track, not left in the sidings of our past.

Comments from SR

Background – SR considered that there are issues with community engagement and consultation, noting that there was only one survey conducted over four and a half years ago, just post-COVID, with just four hundred and twelve households responding. That there had been a lack of periodic reviews and insufficient community outreach. It was suggested that demographic and societal changes may be significant since the survey which might mean the data collected could be out of date.

Housing & Land Use Objections -

Policy H1, this proposes 30 dwellings on Pilning Village Hall playing fields—land held in charitable trust for community benefit.

Policy H3 Allotments in Pilning and Severn Beach earmarked for housing and visitor car parks, contradicting promises to support well-being and green space.

Concern that there has been no clear definition or evidence for “diverse housing options” mentioned in the plan and that national statistics show parish the population is stable, questioning the need for more housing.

Green Belt & Environmental Concerns

The plan appears to pledge to protect green belt but simultaneously proposes removing land from it (e.g., ECGB1). There is potential development in high-risk flood zones contradicts NPPF flood resistance policies.

Seemingly the Parish Council's own planning applications don't reflect flood mitigation standards.

Transport & Infrastructure

The parish sees high car ownership (92.4%) which is not matched by sustainable transport proposals. Increased parking provision (TTP2, TTP4, TTP5) are likely to worsen congestion even more. The truck stop proposal (LCD2) duplicates nearby services and risks further road damage.

Governance & Legal Issues

Allocation of land under the plan SR considered may be unlawful if done without proper consent. Failure to consult key community bodies (e.g., Pilning Village Hall Management Committee, allotment holders etc) as required under Regulation 14 of the Neighbourhood Planning General Regulations 2012.

In conclusion SR by urging removal of Policy H1 and reiterating her support for community green spaces and youth-friendly development. Also flagging additional technical and governance concerns submitted separately.

4 AGENDA ITEM

.1 To decide on a response to the NP consultation

NDP

Page	Detail
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18	The map on page 18 relates to the ICI planning consent of 1957. Unfortunately, it is incorrectly labelled. It shows the areas of the 1957-58 planning permission, which is a different thing to what is currently extant. Also, some of it's been rescinded and a lot of it's been developed.
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Resolution: To better illustrate 4.3.1, it would be better to have either or both the Avonmouth Severnside Enterprise Area map or the Western Approach Planning Permission map. In addition to the map provided. Note figure 3 will need an updated explanation.

Particularly as the earlier conversation about the warehousing, its important residents understand that there are another 400 acres to come.

- 22 The need more one-bed housing provision. Only 41 one-bedroom units are allocated, solely for elderly sheltered housing 8.1.5c (CH11).

Resolution: The plan overlooks single working-age adults, young people, divorcees, and those downsizing who don't need sheltered accommodation. Therefore, the NDP should address

- One-bedroom units should be explicitly required in policy, not just suggested.
- The proposal for one-bedroom apartments at Severn Beach Station former siding site (KCFH 7) should be expanded to other suitable sites.

- 26 Item 6 Vision The written Vision (suggested by PT) needs to be stronger as it is fundamental to the rest of the document.

Resolution: To consider a stronger message to be conveyed.

- 27 Item 7.1.3 What are the 'unique qualities' at 7.1.3?

Resolution: The unique qualities these need to be stated.

- 29 Item 7.5.1 The map (figure 6) needs more clarity

Resolution: The map needs to include Western Approach open space on Govier Way and the land between the land between the A403 and the Severn Beach railway line.

- 30 Item 7.6.1 should include reference to the Cresswell Report.

Resolution: This could be either as an appendix or a linked document.

- 37-38 Item 8.1.34 It was felt that there need to be more detail regarding identified sites and why had it not been included?

Resolved: RE commented that there is a link in the document "Record of Identified Sites Initial Assessment Decisions" which holds the detail required.

- 40-42 Item 8.1.40 Policy H1. Land at Pilning Village Hall and playing field and the previous decision of Parish Council to propose it. Comments were heard from the public and from the Councillors. PT commented that the Parish Council submitted this land, believing that the Parish Council owned it. Though in reality, submission of a potential site for potential development doesn't depend on the ownership, but the actual interpretation of it and taking it forward to be developed one day is in the hands of the owners, not the Parish, nor South Gloucestershire Council. Having defined (or in the process of defining) who the owners are, then they will be those people who would be able to decide whether it's put forward as a development proposal. The Parish Council are waiting on interpretation from lawyers as to how the charity stands. Note the Council has only recently agreed to employ lawyers to look at that issue.

Proposal that H1 is removed from the plan

4 in favour 1 against and 1 abstention

Resolved: That the policy H1 be removed from Neighbourhood Development Plan.

- 46-48 Item 8.1.43 Policy H4 Rear of 21 & 23, Cross Hands Road, Pilning. The comment was made that the site should be developed to enable development of adjacent plots.

Resolved: Councillors agree

- 52/53 Item 8.1.46 Policy H7 Land at Station Road, Severn Beach. Already noted above on the page 22 comment about one bedroom accommodation is provided. Questions were raised about the need for additional shops when the plan already aims to protect existing ones.

Resolved: It was noted that ground floor habitable rooms are not permitted and therefore ground floors must be used for non-residential purposes. One solution is retail units with flats above. The Councillors response clarified that retail near transport hubs (bus/train stations) supports accessibility and modern commercial redevelopment. Also noted that garages under one-bed homes are not viable, reinforcing mixed-use design.

- 54-56 Item 8.1.47 Policy H8 Land to the west of Ableton Lane, Severn Beach.

Resolution: The suggestion here again is one bed accommodation should be included. Also, that any construction on this land should be phased rather than in one go.

- 56/57 Item 8.1.48 Policy H9 Land south of Church Road, west of bridle path (Gypsies Plat), SB. AECOM's report to the Neighbourhood Plan indicated that the site could be developed. However, the NDP should have recognised the petition and should refer to the SNCI (Site of Nature Conservation Interest) at the site. Note South Gloucestershire Council should delete this from the list due to SNCI.

Proposal that H9 is removed from the plan

5 in favour and 1 abstention

Resolved: That the policy H9 be removed from Neighbourhood Development Plan.

- 59 Item 8.2 Design Policy This is in relation to the provision of single person accommodation.

Resolved: See above 52/53

- 61 Item 8.3 Flood risk The following headings were discussed regarding Flood Risk & Ground Floor Restrictions.

Resolved: After much debate it was agreed the points above had been made elsewhere.

- 64 Item 8.4.11. This should say more about aspirations for the station and providing improved access.

Resolved: See the statement by OT made earlier in the meeting (Page 2)

- 65 Infrastructure led Masterplan should be highlighted and added as an appendix/link RE commented that the link to the masterplan can be found on page 11 of the NDP and it is included on the appendix of references.

Resolved: No further action on this item.

- 71/2 Item TTP3. Shaft Rd provision of a car park. The Parish Council believes that this was asked for by residents. Concerns were raised that a new car park could attract travellers.

Resolved: The Parish Council supports this item

- 72/3 Item TTP4. Passage Road provision of a car park. The same issue as Shaft Road residents have requested provision of parking because of the problems with the sheer numbers of people coming to walk along that section of the sea defences along the King Charles III Coastal Path. The same concerns were expressed regarding travellers as at Shaft Road.

Resolved: The Parish Council supports this item

- 79-80 Item 8.5.19 Policy CF4 Preservation of existing Green Spaces This item should include a subheading CF4 ii) to identify a landscape context that contributes to the vision and the unique qualities. Those incidental areas for example along the bridleways, verges, open spaces and Govier Way. Other incidental places that people enjoy. Given the earlier proposal Item 8.1.40 Policy H1 item d) will need to be removed.

Resolved: For this additional text to be included.

- 81 Item 8.6.6. (of) Large Commercial Developments Policies (LCD 1 to LCD2) This item could refer to the 1957 consent, either to an appendix or as a link.

Resolved: For this additional text to be included.

- 83 Item 8.6.14-17. (of) Large Commercial Developments Policies (LCD 1 to LCD2)
Provision of a truck stop. There were views both for and against the provisions of a truck stop in the parish
Overview

- Businesses in Severnside are facing challenges accommodating HGV drivers before and after unloading.
- Drivers often lack access to basic amenities like toilets and safe overnight parking.
- Some drivers resort to parking on roadsides or using public green spaces, causing public nuisance and health concerns.

The Parish Council, SevernNet, South Gloucestershire Council, and local developers have held meetings to address the issue. The problem is acknowledged but unresolved due to lack of funding and available land for a dedicated truck stop.

Comments for a truck stop

- Drivers need regulated rest periods (as per tachograph rules), often requiring them to stop near delivery sites.
- Warehouses at Western Approach and the M49 junction are receiving international deliveries, increasing demand for nearby parking.
- A truck stop would:
 - Prevent roadside parking.
 - Offer facilities like toilets, showers, and food.
 - Improve safety by ensuring site managers know who is on premises.
 - Reduce environmental and public health issues.

Comments against a truck stop

- Some argue Avonmouth, and existing service stations already provide sufficient facilities.
- Private companies often lack land or funds to build their own parking.
- Drivers and companies may avoid using truck stops as they are expected pay to use them.
- Concerns about sacrificing green buffer zones for industrial use.

Planning & Funding

- The NP has included a truck stop allocation.
- Proposal calls for government or council funding to purchase land and support an independent operator.
- Emphasis on avoiding local financial burden and protecting green space.

Resolved: The Parish Council supports a truck stop however only under the following conditions.

- **No land in the green buffer can be used or a truck stop.**
- **A truck stop must not be built at taxpayers' expense as in the same way that central government paid for the M49 junction.**

88 Item 8.7.20. of The Environment, Countryside and Green Belt Policies (ECGB1 to ECGB3) The Parish Council proposal was that the inner edge of the Green Belt should 'wash-over' to be the same as the northern edge of the Enterprise Area (typo ECGB2).

Resolved: This text needs to be corrected in the NDP document.

91 Item Policy ECGB2: Adding Land to the Green Belt. As per item 8.7.20 above

Resolved: This text needs to be corrected in the NDP document.

93 Item Figure 24 Amendments to the Settlement Boundary The boundary should not include H9 as per Item 8.1.48 Policy H9 Land south of Church Road, which the Parish Council resolved to be removed.

Resolved: That H9 is removed from the map.

95 The evidence base could usefully include a list of other documents, such as

- 1957-8 consent
- 1995 Western Approach consents and Legal Agreement;
- Cresswell Report
- Linking the Levels Project
- Infrastructure Led Masterplan
- SevernNet Transport Strategy each of which could be referred to/cross-referenced at the appropriate paragraphs.

Resolved: This these documents need to be linked or added in the appendices.

Date of Next Meeting

The date of the next Parish Council meeting will be on Monday 3rd November at Emmaus Church Centre, Gorse Cover Road Severn Beach BS35 4NP. There being no other business the meeting was closed at 20:30.

APPROVED

Appendix A – Neighbourhood Plan Timetable

26th October 2025 is the end of the **Regulation 14 consultation** and is the end of the window for the opportunity for residents and the Parish Council to **comment** on the plan.

Having submitted the Neighbourhood Plan to South Gloucestershire Council after any amendments are made following the Regulation 14 consultation, South Gloucestershire Council will arrange for its independent examination.

Following receipt of the findings, if required, further amendments will be made to the plan by the Steering Group to produce the **final version** and will result in South Gloucestershire Council arranging a public referendum **early in 2026**. Note the timescales for this will be determined by South Gloucestershire Council.

Also see

<https://www.psbpc.co.uk/neighbourhood-dev-plan>

Appendix B – Suggested Policy TTP6: Pilning Station Strategic Enhancement

Policy Statement

Pilning Station shall be safeguarded and promoted as a strategic transport asset for the Parish and wider region. The Neighbourhood Plan supports the reinstatement of the westbound platform and footbridge, the restoration of a regular passenger service in both directions, and the development of Pilning Station as a mobility hub integrated with active travel and park-and-ride facilities.

Policy Objectives

- To improve sustainable connectivity between Pilning, Severnside, South Wales, Bristol, and the wider region.
- To support modal shift from car dependency to public transport, reducing congestion and carbon emissions.
- To unlock access to employment, education, and leisure opportunities for residents and workers.
- To align with regional transport strategies including MetroWest, WECA's Joint Local Transport Plan, and the Strategic Infrastructure-led Master Plan for Severnside (SIMPS).

Policy Provisions

1. Safeguarding and Enhancement

Development proposals shall safeguard land adjacent to Pilning Station for future infrastructure improvements, including:

- Reinstatement of the westbound platform and footbridge.
- Provision of accessible station facilities including lighting, signage, and secure cycle storage.
- Integration with walking and cycling routes and local bus services.

2. Mobility Hub Development

The Parish supports the development of Pilning Station as a mobility hub, including:

- A modular multi-storey car park on the south side of the railway line, subject to design and flood risk constraints.
- EV charging points and e-bike docking stations.
- Wayfinding and connectivity to the M49 junction and Swanmoor Stoke development.

3. Service Restoration and Advocacy

The Parish Council and NPSG shall actively advocate for:

- Reinstatement of regular eastbound and westbound services.
- Inclusion of Pilning Station in MetroWest Phase 3 or successor programmes.
- Engagement with Network Rail, GWR, WECA, and South Gloucestershire Council to secure investment and timetable improvements.

4. Planning Considerations

Planning applications for nearby developments shall demonstrate how they support or do not compromise the strategic enhancement of Pilning Station. Contributions via CIL or S106 may be sought to fund station improvements.

Justification

Pilning Station lies on the South Wales Main Line and is passed by over 700 trains per week without stopping. Its proximity to the Avonmouth Severnside Enterprise Area, the new M49 junction, and proposed housing and employment growth makes it uniquely positioned to serve as a regional transport node. The ARUP Strategic Case (2021) and community advocacy demonstrate strong alignment with national and local policy, including the NPPF's emphasis on sustainable transport and connectivity.

APPROVED