

Pilning and Severn Beach

Character Assessment

October 2022

Delivering a better world

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|--------------------------------------|---|-----------------|
| Character Area: P01. Pilning Central | Assessor(s): Robert Goard & Richard Edwards | Date: 25/5/2022 |
|--------------------------------------|---|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|---|---|---|---|--|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i></p> <p>Level ground in centre of the village centred on junction of Cross Hands and Northwick Roads.</p> | <p><i>Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential and commercial centre of village including; village shop, Cross Hands pub (garden and car park currently a scrap/builder's yard) , Doctors' Surgery and pharmacy, telephone exchange (still functional but mainly used as a yard by Openreach), garage, Mafeking Hall (Scout hut) and war memorial. All other buildings are residential.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>The central area establishes/continues the linear model of development of buildings close to the road with limited front gardens/spaces. On the North side of Cross Hands Road plot size is defined by the Pill resulting in long rear gardens on the east end.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Cross Hands Road is part of the busy main road through the village, with pavements on both sides except in front of the pub. Vehicle and pedestrian access to Wainbridge Crescent . Shared vehicular access to the surgery and telephone exchange. Pedestrian crossings by shop and before the church. There are no dedicated cycle ways, footpaths or bridleways in the area.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>War memorial is a central point but is surrounded by the road junction. On-street parking around this area into Northwick Road, off road parking at pub (currently limited due to condition) and doctors' surgery.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Only one building is 3 storey and two bungalows, the rest are 2-storey. Mafeking Hall and Trinity Hall (ex-chapels) and the Cross Hands Pub (mock Tudor) have distinctive styles. Residential buildings in the main from 1840 to 1960's including old detached and semi-detached cottages, Victorian and Edwardian builds. Almost all with pitched tiled roofs and timber windows. Limestone faced cottages next to garage, other older properties rendered, otherwise brick and render.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>The war memorial is the central feature in the middle of the road junction and is listed. Cranmoor Villa next to the church is also listed. The stone cottages next to the garage are of note as are the row of terraced cottages opposite Mafeking Hall.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Trees and hedging on south side of Cross Hands Road from pub to opposite the church. Otherwise little of merit except garden trees and shrubs. The Pill runs to the North side of Cross Hands Road and can be viewed from the bridge across it in Northwick Road and from the path besides the church</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Street lighting a mix of steel lamp posts and telegraph pole mounted. Overhead cables. No benches or seating. Very few bins given central location and shops. Standard tarmac road and pavement surfaces. Limited street signage for traffic direction. Some traffic calming measures (humps and central island) on Cross Hands Road. Boundaries defined by a mix of stone and brick walls hedges and fences. Mainly brick and timber panel boundary treatments, with a few hedges .</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>No views out of the area. Only views are along the Cross hands Road and up Northwick Road to the disused railway bridge.</p> | <p>As its centre, this is the oldest part of the village of Pilning, with a number of original buildings of merit. The doctors' surgery and pharmacy (well hidden) is the only recent new building in this part of the village. Some on-going poor maintenance of buildings and their surroundings present a somewhat run-down appearance. The shop and surgery/pharmacy are very busy hubs. The garage does steady business. The pub should be a social focus for the community, but is run-down and only currently open for offering takeaway food. In the residential parts there are no spaces for further development except for possible 'backland' development which would require access provision of access. However, the telephone exchange and around the doctors' surgery could offer some opportunities.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|--|---|-----------------|
| Character Area: P02. Wainbridge Crescent | Assessor(s): Robert Goard & Richard Edwards | Date: 25/5/2022 |
|--|---|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|--|---|--|--|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc).</i></p> <p>Flat area of land lying between Cross Hands Road/Redwick Road and the main railway line.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential; a complete development of approximately 60 houses created c. 1960's for ICI fire service staff.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc).</i></p> <p>Cul-de-sac road with houses both sides. Each house has modest front and rear garden and set back single garages between the pairs of semis. Many front gardens have been converted to hardstanding for vehicles. Pavements on both sides of roads.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>One road entrance at west end with two pavements. At the East end is a footpath through to Cross Hands Road and a spur road in the direction of the railway line providing access to a line of garages. No bridleways in the area.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>All space allocated to homes except for two small green areas near the East end. The larger of the 2 greens on the north side is dominated by a line of large mature trees. ick wall, which serves the general area.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>All 2-storey houses, mostly semi detached but with two short rows of terraces at the south east corner. There are two rows of single garages to service the terrace properties and semis behind the green. Common design throughout of brick construction with partly tiled facades. Tiled roofs and many individual, white windows, now PVC. Properties generally in good condition. High level of car ownership.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>None</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>The green has some large mature trees. There are some smaller trees, shrubs and hedges planted in gardens by residents, but many are bare due to hard standings.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Steel lamp posts. No benches, seating areas or bins. Road, pavement and footpath surfaces are tarmac. Some block paving to hard standings. Noticeable absence of overhead cables. Boundary to South side is the railway embankment, mainly fences and low walls between adjoining properties. Generally open frontages.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>No external or internal views of this relatively private area.</p> | <p>A post-war development, which along with similar developments has infilled the available land to the West end of the village through to the A403. There are no spaces for further development.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|-------------------------------------|---|-----------------|
| Character Area: P03. Cranmoor Green | Assessor(s): Robert Goard & Richard Edwards | Date: 24/5/2022 |
|-------------------------------------|---|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|--|--|---|--|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc).</i></p> <p>Flat area of land lying between Cross Hands Road and the main railway line.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential; created as a single development of 108 dwellings c. 1997 by Barratt Homes.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc).</i></p> <p>The site has been created with the housing in an arc around a green open space with two radial cul-de-sacs and associated spurrs providing depth to the development.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>One road and a pedestrian access from Cross Hands Rd. Two internal roads are cul-de-sacs with spurrs. The road arcing around the green has a single lane section for traffic calming and a pavement on the housing side. Pavements extend into the first sections only of the cul-de-sacs. No footpaths or bridleways in the area.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>Large green space for residents use at the front of the development with sunken pond and mature trees. At the entrance to Cranmoor Green there is a small parking area for 10 cars, created primarily for use by St Peter's Church. Beside the car park is a sewage pumping plant screened off by a brick wall, which serves the general area.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Mostly 2-storey houses, 3,4,5 beds and a few bungalows. All with tiled roofs. Externally a mix of brick & render, white facias, portched entrances, white pvc windows & (most) doors. Some stone features, timber facing and leaded canopies add to make an attractive mix. All in generally good condition. Mixture of detached, semi-detached or link terrace properties.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>None</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>The green has some large mature tress and other trees planted at the time of construction. The northern boundary is a solid hedgerow with a number of large mature ash trees within it. There has been considerable planting of hedges, shrubs and trees in gardens by residents.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Steel lamp posts. No benches, seating areas or bins. Some paved parking and road surfaces, but mostly tarmac. Boundaries are either hedges to main road or fencing to railway. Mixture of garden fences, hedges and walls between houses. Generally open frontages.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>No external views. View of green internally from main arc.</p> | <p>A relatively new development which has been handled to match much of the existing character. Modern materials tend to reduce maintenance which allows this scheme to still look fresh after 25 years. The central green creates a useful 'lung' in an otherwise road dominated, linear pattern outside of this development. Other than the green, there are no spaces for further development. Provides a good model for future developments in the Parish.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---------------------------------|---|-----------------|
| Character Area: P04. St Peter's | Assessor(s): Robert Goard & Richard Edwards | Date: 24/5/2022 |
|---------------------------------|---|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|---|--|---|--|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i></p> <p>Generally flat area.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential, community and recreation; St Peter's Church (1880) with 3 separate cemetery areas (2 North of the Pill). St Peter's Primary School (circa 2000). Village Hall and playing field. Allotments and Indian Orthodox Church.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>This large plot in the village has low density of use and established open spaces, trees and hedges. Housing. Housing is limited to Bank Road and is mainly detached and on large plots. This area of Bank Road includes one long established traveller site. Bank Road</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>The area has two essentially parallel roads; Cross Hands Road and Bank Road. A foot path (Roy Edwardes Way) runs beside the church and connects the two roads and provides important pedestrian access to the school, allotments and cemeteries. Road access to the Village Hall and Playing Field is from Cross Hands Road over a single lane bridge. A footpath connects the North East corner of the playing field to Bank Road. Bank Road has a pavement on the South side extending from the old school to Northwick Road. No bridleways in the area.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>Playing Field has several items of play equipment (on grass) a netball/basketball hard area, a fenced tennis court. It provides a large green space no longer used for sport (one rusty metal goal post). Four horse chestnuts are the only established planting. There are parking spaces for 13 cars by the village hall with a further 4 outside the fence. 3 cemetery areas behind the church, with an area of some 12 allotments behind that. Open farmland fields on the North side of Bank Road and unused field area next to the school.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Most buildings are detached. St Peter's Church is stone built with strong Victorian features. St Peter's School is an example of a fine piece of modern architecture. Village hall is a modest brick built single story building, with fenced enclosure and surrounding shipping containers. Houses are two story, mainly detached with tiled, pitched roofs and constructed out of stone with rendered finish. Northover Court is a small (5 house) development in reconstituted stone with dark wood windows and doors. One large untidy caravan park and cluster of 3 wooden cabin dwellings on either side of the school.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>The church and school stand out because of their imposing sizes. As well as the church itself the iron gate and lantern are listed. For the old school on Bank Road the larger more modern part in red painted brick is an Indian Church, whilst the traditional stone building is a house.is</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>The Pill runs through the centre of this area. Considerable established trees and hedgerows and overgrown boundaries throughout the area. Notably around the cemeteries and allotments and hedgerows along Bank Road. The new school has been well-landscaped and is nicely maintained. The playing field has deep overgrown boundaries on the east and West sides and a very recent planting of native trees to the North. A rhine borders this area, running North to South under Bank Road and into the Pill.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Boundaries mainly hedges, with some stone walls and in Bank Road some wooden fencing. Minimal signage for local amenities such as playing field and village hall which are tucked away and for school. Tarmac street, pavement and footpath surfaces. One bench, a shelter and 2 bins in the playing field. Seating in cemeteries. Otherwise seating and bins are in short supply given nature of the area. Little street lighting or lighting to main footpath or access to playing field.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Views across the playing field to the North. Extensive views over open farmland to the north in Bank Road and to the distant ridge in the East. Due to the flat ground of the Parish views in general are limited, but this area has the most significant views for Pilning.</p> | <p>This area has seen few changes for many years , exceptions being the impressive new school and Northover Court. The church and cemeteries are a significant feature for the village. The few houses in the area are mainly detached and on large plots. The allotments are popular, but the site is under-utilised, being set up around the old railway line with that not having been removed. Plans were prepared to remodel the village hall but were never taken forward. The hall has moderate community use. The large playing field is no longer used for team sports such as cricket and football. Land to the North of the Pill lies in green belt but offers the only significant opportunity for housing development in Pilning.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|--|-------------------------------|
| Character Area: P05. Bank Road/Northwick Road | Assessor(s): Richard Edwards & Nick Davies | Date: 2/6/2022 (ND 15/6/2022) |
|---|--|-------------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|--|--|--|---|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i></p> <p>Generally flat area, but land raised by two bridges - old railway bridge and ramps for bridge over M4.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential, agricultural and light industrial (down Redham Lane) . All on Green Belt land.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>Northwick Road runs South to North from the centre of the village to the M4 motorway bridge where Redham Lane continues. Bank Road runs West to East and ajoin Northwick Road at the old railway bridge. Has low density of housing which is isolated and detached in large plots.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Northwick Road, Redham Lane and Bank Road are all vehicular routes. Bank Road has a pavement on south side towards school. Pavements on Northwick Road run from the centre of the village but stop at the bottom of the railway incline. Also they are often overgrown and are not well planned, swapping road sides. Northwick Road is a National Cycle Route, but has no particular provision for cycling and a poor road surface. On Bank Road there is a footpath running North across fields next to the rhine. No bridleways in the area.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>No public spaces. Open farmland fields on the North side of Bank Road with footpath. Fields to the North of Bank road could be considered as suitable for use as allotments or recreational areas, should other existing sites be developed.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Buildings are individual, detached, generally isolated, well set back and on large plots. Mixed construction, with old buildings in natural stone with some rendered. A few newer buildings in brick and render. St Peter's Farm on Bank Road is a large distinctive farmhouse of stone. All properties have tiled, pitched roofs. Three recently approved traveller sites on North side of junction of Northwick Road and Bank Road (on old tip site).</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>St Peters Farm. Grand frontage to modern detached house opposite doctors' surgery.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Hedgerows generally along most roads with some mature trees. Mature trees and copse on the corner at the bottom of the motorway ramp. Overgrown and waste land on the south side of Bank Road currently being illegally cleared of trees and used as a tip by travellers. This extends down Northwick Road to the telephone exchange. The Pill runs through to the South of the area to the West side of Northwick Road. A rhine borders this area, running North to South under Bank Road and into the Pill. Various other drainage ditches along Northwick Road, Redham Lane and across fields.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Boundaries mainly hedges. Tarmac roads and pavements. Many road surfaces in poor condition due to subsidence. No benches or bins. Some isolated street lighting off telegraph poles. Signage for weak bridge is unclear and too late, whereas there is a large and unsightly sign for a low bridge over a mile away on Station Road.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Views across open farmland to the North in Bank Road and to the distant ridge in the East. Similar views to East side of Northwick Road and Redham Lane.</p> | <p>This area has a very rural feel, although it starts very close to the centre of the village and is all included in the Green Belt. The commercial area at Redham lane is isolated and on a former farm site. Housing is almost all detached and on large individual plots. Along with the St Peter's area this area offers a significant opportunity for housing development either on the waste land; along the South of Bank Road, on the North side of the junction of Northwick Road and Bank Road, or on the land down to and behind the telephone exchange and doctors' surgery. Infill oppotities are also available around existing housing.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|----------------------------------|---------------------------------|-------------------------|
| Character Area: Northwick | Assessor(s): Nick Davies | Date: 15/06/2022 |
|----------------------------------|---------------------------------|-------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|---|--|--|---|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc) Generally flat throughout hamlet falling slightly towards White Horse and rising onto motorway bridge (outside parish?). | Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc Mix of residential and agricultural use generally with some commercial activity mostly concentrated at Vine House. Pub at White Horse. | Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc) Main hamlet is configured around the old school and the former church. Mainly large detached properties, set back and on large plots. Outside of main hamlet development is ribbon in nature. A403 runs to west of area with isolated cul de sac at Aust Road(?). | Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc A403 runs along west boundary linking Avonmouth to south with M48 at Aust undersized shared cycle route and pavement from B4055 to Old Passage Road. B4055 runs from Pilning to A403 through Northwick and serves as part of the cycle network but has no dedicated cycle area and no pavement. Bilsham Lane runs from B4055 to Ingst - very narrow and heavily crested. Dedicated cycling route from New Passage to White Horse. Served by school bus. | Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc Cemetery and church tower behind old school. Otherwise no public green space. | Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc Generally two storey properties , mainly detached. High proportion of listed buildings in and around main hamlet including church tower (body of church demolished) and former school (recently converted to residential use) . Mix of material including stone, rubble, brick and render. More modern buildings are brick or. rendered. Roof materials vary including slate, pantile, roman tile and concrete tile. Array of ages and consequent features. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observation | |
| Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural) Northwick Tower (former church tower) is visible from surrounding area. Listed buildings in and around Northwick are generally older than elsewhere in the parish and many are very recognisable. | Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc Area is generally open farmland bounded by hedges and mature trees. | Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc Very little street furniture save occasional street lamps and telegraph poles. Boundaries are generally open and most properties have off street parking. | Important views in and out of the character area (record location of viewpoint, and direction and extent of view) Views out of area to east to higher ground but less so to other directions due to flat nature. Views into the area from A403 dominated by Northwick tower. | Hamlet is very traditional and perhaps oldest part of the parish, centred around (former) church and (former) school. Obvious development site is in use as traveller settlement. Currently heavily enclosed which is out of keeping with predominant open or low enclosed boudaries elsewhere. Opportunity to develop more at the cul de sac on A403 although speed and volume of traffic may preclude. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|-----------------------------------|---|-----------------|
| Character Area: P07. Redwick East | Assessor(s): Robert Goard, Richard Edwards & Peter Tyzack | Date: 25/5/2022 |
|-----------------------------------|---|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|--|--|---|--|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc).</i></p> <p>Flat area of land surrounding Redwick Road lying West of Mafeking Hall and bounded by the Pill to the North, the railway line to the South and the A403 to the West.</p> | <p><i>Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential; with the exception of Pilning Forge, which has a number of small light industrial units and a pending planning application for further small industrial units.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc).</i></p> <p>The Vicarage Road estate and the Glebe are tightly planned housing of terraced and semi detached with small front and rear gardens garages and vehicle hard standings. Otherwise there is a real mix of detached, semi and terraced properties dating from mid 19th century to the 1960's located on small to moderate plots. Of the few properties that have garages, most are too narrow for modern vehicle access - hence issues with on-street parking.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Redwick Road is the main road through the village off which are 4 cul-de-sac side roads. Most roads have pavements on both sides with the exception being the Glebe and Whitehouse Lane which have one. There is a short footpath from Keens Grove through to the green by the traffic lights. There is a path at the end of Whitehouse Lane leading to a crossing point on the A403 and connecting route to Church Rd, Severn Beach There are no cycle ways or bridleways in the area.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>There is a small green space in the Glebe occupied by mature trees. There are green spaces beside the A403 at the traffic lights and outside of Whitehouse Lane referred to as Redwick Common, but none offer recreational or development use. Small green area with sewage pumping compound at back od Chessel Av. No car parking other than on-street, which is a problem particularly near the traffic lights.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Mainly 2-storey houses, but a few bungalows in Whitehouse Lane and in Redwick Rd. All have pitched tiled roofs. The Vicarage Rd estate properties are mainly brick and tile facades, with a small amount of rendering. The Glebe is all white rendered. The rest is a real mix of designs with no pattern of distinctive character. Redwick Rd is particularly mixed with some old cottages mainly at eastern end, former modern, police station and vicarage, steep roofed challet bungalows, and brick built former council houses. Windows are generally white.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>None</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Modest tree planting (some recent) on grassed areas and some garden shrubs. Little natural greenery. The Pill runs to the North side of this area but cannot be seen from the roads.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Steel lamp posts and telephone overhead cabling in Redwick Road and Vicarage road estate. One bench near Mafeking. Memorial bus shelter but no seating. 3 bins along North side of Redwick Road. Mainly brick and timber panel boundary treatments, with a few hedges. Standard tarmac road and pavement surfaces, the road in particular is poorly maintained.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>No external or internal views of this fully developed residential area. Rear of pre-fab garages to rear of Keens Grove present an eye-sore on entry from traffic lights.</p> | <p>These developments are of average density in beds per hectare, but provide popular housing type and mix. There is a high car ratio, with some inevitable street parking and hard standings and some properties with no off-road parking. Properties are generally well-maintained. Mainly post war/modern properties with a few older cottages. There is little room for landscape enhancement. There are no spaces for further development.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|--|---|-------------------------------------|
| Character Area: P08. Redwick West; Redwick Road, Wick Road, Kings Arms | Assessor(s): Robert Goard, Gary Sheppard and Peter Tyzack | Date: 1st June 2022 & 4th June 2022 |
|--|---|-------------------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|--|--|--|---|
| <i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.). Generally flat</i> , with rising ground to the M4 motorway bridge at the north west and similarly rising to the North east to motorway bridge over M4. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> Residential throughout the West side. Kings Arms pub at the centre of the housing group.. The east is fields which appears to be farmed. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> Building plots have developed over many years primarily along Redwick Road. Plots vary in width and length but all seem to have adequate/reasonably sized garden plots. There are a mix of terraced (west side of Redwick Road), semi-detached (Wick Road) and detached housing. The detached housing are of individual designs. A farm house and associated out-buildings lie to the north west of Redwick Road. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> Redwick Road is the main arterial link. Wick Road is a cul-de sac that feeds off of this to the north. The road accommodates two way traffic (double width single road) and individual houses have (in the main) driveways that lead off the main road with the exception of the terrace row to the west (circa 5 houses). A pedestrian pathway borders Redwick Road to its north east side. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> The Kings Arms Pub has a car park to its front that will accommodate circa. 25 cars. There is no other usable green space other than gardens in the built up section of the area (West) with (notably) the exception of a common green space to the Redwick Road/A403 Severn Road junction. The east of the area defined is farm land/fields. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> Most of the houses are 2 storey with an odd exception. Wick Road was built as Council housing (some now private) and is made up of semi-detached houses traditionally built with either brick or rendered finishes (of Cornish design). Redwick Road housing is either rendered (primary finish) or brick/stone with traditional stone/clay tiled pitched roofs. Windows are either white plc. or timber framed. The pub is rendered (white), 2 storey and is set back from the road with its car park to the front. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> Nothing of note. | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> The fields/agricultural land to the east is boundaried by trees and hedgerows. The common land to the Redwick Road/A403 junction, known as Redwick Common, is grassed with circa. 8 mature trees on it. There are pockets of trees and hedgerows to the north west. In the main, houses are well kept including their garden spaces. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> There is street lighting along Redwick Road. There are 2 bus stops, 1 to the north and one to the South of Redwick Road. Most of the properties bordering the Redwick Road pathway have some walls or railings. Power is distributed overhead via poles along with telephony services. There is road signage particularly for the A403 junction. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> Most of the views are from residents rear gardens. | This group of buildings and the conurbation in general was first separated from Pilning with the construction of the A403 coast road. It was then later separated again from New Passage by the development of the Second Severn crossing supporting the M4 motorway. This has created a small 'sub-village' (Redwick) of circa 40+ dwellings of mixed design. Houses are generally over 60 years old with the exception of 2 detached houses to the West of Redwick Road (opposite the Kings Arms pub) which were built in circa. 2005. Land with potential for development/other uses to rear southern side. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---------------------------------------|---|-----------------|
| Character Area: P09. Cross Hands Road | Assessor(s): Robert Goard, Richard Edwards & Peter Tyzack | Date: 24/5/2022 |
|---------------------------------------|---|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|--|--|---|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i></p> <p>Generally level with slight rise to road to the bridge over the railway line.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential; buildings are all 2 - storey residential, mostly detached with access directly from the road The Pill to the north defines the depth of rear gardens.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>With the exception of Jackson Close, a linear development defined by Cross Hands Road. Plot sizes vary - all have front gardens and off-road parking.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Cross Hands Road has a single pavement on its northern side. The cul-de-sac which is Old Cross Hands Road has no pavement and has the vehicular access across the Pill to the Playing Field and Village Hall. No footpaths or bridleways in the area.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>None along Cross Hands Road except for a short parking layby for around 4 cars opposite the church.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Houses are a mix of brickwork, reconstituted stone and rendered facades. All have pitched roofs with tiles except for a semi-detached pair which has black slates. Two properties pre-date 1800, others are a mix through from Victorian to modern. Jackson close (circa 1990) is a small close constructed in dark brick with dark brown timber windows and doors. These were built for MOD employees.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>None</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Tree growth along the Pill to rear. Most trees and shrubs are in front gardens with some planting to the embankment on the north side of the road rising to the railway bridge. Hedgerow with some mature ash trees within it. on the south side of the road. These trees at the front of Cranmoor Green have a group TPO.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Very varied front boundary treatment, with hedges walls and fences. Some street lamps in steel. Bus stops and layby No benches or seating areas. Road surface tarmac with traffic calming humps 30 to 20 mph speed limits. Overhead clutter from power and telephone cables on wooden poles, which limits tree planting/size on north side.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Views along the road to the village centre. Gaps between some properties allow view of St Peter's School. Rear of properties in Old Cross Hands Road have a view over the playing field.</p> | <p>A Cross Hands Road is the B4055 and the main thoroughfare in an east to west orientation. The road has become very busy in recent years, due mainly to the new industrial parks. Properties are a mix of ages and materials, arranged in a linear pattern and only one plot deep. None are of great architectural merit. There appears to be no spaces for further development in this area except for possible 'backland' development which would require access.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|-----------------------------|---|-------------------|
| Marsh Common Rd, Station Rd | Assessor(s): Robert Goard, Anuran Wickramasinghe & Peter Tyzack | Date: 2 June 2022 |
|-----------------------------|---|-------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|---|---|---|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i></p> <p>Flat area between Easter Compton and Pilning along B4055. Northwards along Station Road towards the railway line.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>All residential with surrounding farmland. To the south of Marsh Common Road land has planning permission for commercial development (from ICI 1957 extant consent). Former ICI fire station site.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>Housing in various groups and styles intermittently spaced along approx. 1.5 miles of road with continuous footpath on one side. Plots vary considerably in size.. Some known to have been built in the 1860's.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>One road and footpath with a Rhine following most of the road edge. Deep ditch along one side of Station Road. Footpath between Marsh Common Road and Station road through farmland. Footpaths through the common linking to the Industrial area</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>Nothing to record behind the housing apart from farmland and pastures. Marsh Common located to the south of Marsh Common Road</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Most houses are 2 storey detached and semi detached, with one or two bungalows. 2 rows of terraces 'West View' opposite what was Ellinghurst Farm on Marsh Common and another on east side of Station Road. Some much older cottages. Almost all are rendered with some brickwork used. Almost all are tiled pitched roofed. Age range up to recent times. Generally little architectural merit</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>Nothing to record</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Main rhine to edge of road. Roadside hedges and trees. Mature trees at the western end.</p> <p>No communal open areas. Marsh Common is open to public by footpaths only (it is not 'open access land')</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Almost no street lighting, some highway signage. Boundaries are a mix of open frontage, low walls and hedges. Normal surface treatments, off road parking available for all properties. Telephone and power cables on poles along the roadside</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>From Station Road views to the west and north towards the M5 across open pastures. Views to the south are the Avonmouth industries. Noticeable light pollution at night</p> | <p>An extended linear development along B4055 and Station Road with extensive gaps between groups of houses. Farmland and a common. Site of former Fire Station has planning consent for small workshop units. Outside of Chequers Farm there is consent for a traffic signal junction - road to serve plots east of Tesco. Marsh Common Road is the boundary of the Green Belt, i.e. Green Belt to the north and Severnside Enterprise are to the south.</p> | |

Site of former fire station has planning consent for small workshop units.
Outside of Chequers Farm is consent for a traffic signal junction/road to serve plots east of Tesco

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---------------------------------|----------------------------------|-----------------|
| Character Area: Pilning Station | Assessor(s): Nick Davies, Anuran | Date: 25/6/2022 |
|---------------------------------|----------------------------------|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|--|---|--|---|--|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc).</i></p> <p>Mainly flat except railway station/embankment area. North and east of this area bound by farmland demarcations</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc</i></p> <p>Mainly farmland. Some residential and farms. Railway station St Mary Orthodox Indian Church</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc).</i></p> <p>A rural feel with single carriageway roads. Few dwellings interspersed through the area .</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Pilning Street going north and Bank Road going west. Access to the station- not a particularly inviting entrance. No footpaths but may have access to public footpaths.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>Nothing to report</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Few houses and converted barns for residential use. single storey and 2 storey buildings. Pitched tiled roofs. Rendered finish and stone finish.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>Pilning Station. The Plough - Popular pub with locals and visitors to the area</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Hedgerows alongside most roads, mature trees. Rhine along Pilning Street</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Powerlines, telephone cables etc overhead running along side road and cross crossing road, power poles alongside of road. HV lines run north south over farmland. Highway signage.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Reasonable views over farmland, visible where there are breaks between the hedgerows and mature trees. Pylons and overhead cables visible when travelling westward on Bank Road. Views from station towards Western Approach to south and farmland to north.</p> | <p>Mainly rural with several farms and smallholdings. Unspoilt except at the station.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|--|---|------------------|
| Character Area: P12. Whitehouse Farm residential and farm fields | Assessor(s): Gary Sheppard, Anuran W & Peter Tyzack | Date: 23/09/2022 |
|--|---|------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|---|--|--|---|
| <p>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</p> <p>The area is flat other than the man made rise to the two bridges on the A403 that crosses the main railway line to the north of the defined area and the M49 to the far west.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Sparse residential and farming. Agricultural land. Not part of the Green Belt land.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>There are two main buildings. To the north a residential bungalow and to the centre south west White House Farm which now seems to comprise 3 or so converted dwellings. The balance of the area is fields and/or paddocks. Area bound by the M49, the A403, the railway line to the north and farm land to the east.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>There are access roads/drives that look un-adopted leading to the dwellings detailed from the A403. The area is bordered to the west by the A403 Severn Road, to the north by the main London to South Wales rail line and to the south by the M49 Motorway. The A403 is a single carriageway with some parts being dual carriageways. Footpaths/cycle track on some sections of the A403. 50mph speed limit on the A403. The area is crossed by several PRoWs, notable is 'Butchers Lane'(ORN47) alongside the railway embankment. No bridleways in this area.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>The area is sparse residential and farming/arable land.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>The dwellings are a bungalow of brick and tile (traditional) build to the north and a stone/brick 2 storey farm house and converted stone/brick barns to the south. Whitehouse Farm is a listed building.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>There are no distinct landmarks. Looking south wind turbines can be seen in the distance. Whitehouse Farm is a listed building.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>The area boundary is mainly hedging and trees and sub-divided into fields and paddocks by timber fencing and hedging. There are small copse to the west hiding the farm buildings from the A403 and M49. The area to the west of M49 is 'semi-improved' grassland. Traversing the area is Redwick Common Rhine.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>The M49 and A403 have street lamps at junctions. Tarmac roads with general street signage such as the speed limits, information on approaching intersections etc. generally in good condition. Safety barriers and railings over M49 motorway bridge on the A403</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>The views are of farm land and the M49 motorway. The properties are mainly hidden by natural plants and growth from the A403. Where there are gaps, the views extends over the countryside for several miles. The expanse of greenery especially to the east is notable.</p> | <p>There are no real defining characteristics other than this area is primarily farmland. However, the area appears completely rural and buildings are not visible from the road. Mainly farmland (not cultivated) and the glimpses of the surrounding area extends for several miles due to the flatness of the terrain. SGC owns land to the east of Whitehouse Farm, that the PC proposed should be on their agenda for re-wilding. It was submitted in the SGC Local Plan Call for Sites, but it is outside the ASEA area. The ASEA boundary is to the east of the area.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|------------------------------------|---|-------------------------|
| Character Area: NEW PASSAGE | Assessor(s): Nick Davies & Mike Harrison | Date: 17/07/2022 |
|------------------------------------|---|-------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|---|---|---|--|
| <p>Flat and level, bounded by the sea defences (parts recently raised) to +10.4m CD to the west (to the Prince of Wales Bridge) and to the north (to Chestle Pill).</p> <p>The M4 embankment to the Prince of Wales Bridge divides the area from Severn Beach.</p> <p>Some areas of farmland and a few properties are technically below sea level at high tides, protected from flooding by the sea defences.</p> <p>The area benefits from the barrier created by the Prince of Wales Bridge buttresses, reducing wave heights during storms from W/SW. The gradual incline and grasslands on the foreshore of the bird sanctuary to the north also reduces wave heights.</p> | <p>Residential, farming, light commercial, water treatment and one ex-MoD property.</p> <p>Access to the Weekend Training Camp for Army and Air Force cadets just outside the zone).</p> <p>Access to the England Coast Path.</p> <p>Environment Agency access to sea defences.</p> <p>There is a well established cattery which attracts a modest volume of visitors but is low-impact for residents.</p> | <p>New Passage is a linear community which was separated from Redwick after the M4 construction. It has a narrow single track road with one notable dead-end side lane (the old road to Redwick) at the east end.</p> | <p>A single track road (30mph) with passing places; no pedestrian footpaths to the NW; footpath at E end near the motorway bridge. The only entry/egress from New Passage, heavily used by walkers, dogwalkers, school children, cyclists, visitors, residents and local workers.</p> <p>The England Coast Path (which starts at nearby Aust) enters at Chestle Pill and runs along the shoreline to and under the Prince of Wales Bridge. It is a public footpath crossing areas of privately owned land, with stainless steel railings preventing falls from the tidal wall. Another footpaths runs east from the Chestle Pill sluice.</p> <p>Cycle route 4 (also 41) enter from Redwick and follow a path adjacent the motorway at the E end of New Passage.</p> | <p>There are no designated parks or green spaces in New Passage.</p> <p>Easy accessibility has made the England Coast Path an increasingly popular visitor attraction during lockdown and visitors numbers remain high with most arriving by car.</p> <p>Demand for access to the England Coast Path is expected to rise further when the sea defence work and route between New Passage and Aust reopens in late 2022.</p> | <p>Residential varying from an 18th century Grade 2 listed farmhouse to 21st century eco-houses; 19th century railway cottages; 1960s era bungalows and 1980s/90s individual dwellings where the hotel once stood. There is no particular vernacular with a range of large detached properties in modern materials to rendered bungalows to stone houses.</p> <p>There are a variety of farm buildings and one light industrial area.</p> <p>A water treatment works to the East/centre of the area which has 40t lorries visiting near daily with imported sewerage for treatment.</p> <p>A single detached MoD-owned house on a large plot adjacent to Chestle Pill; well maintained but empty for many years behind high security railings.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p>Queen Victoria (VR) post box at the NW end of New Passage, set into a stone wall.</p> <p>The England Coast Path (public footpath).</p> <p>Chestle Pill.</p> <p>New Passage Pier - the remaining outcrop of the 500 foot long railway pier built prior to the Severn railway and bridges, with remnants still visible.</p> | <p>The estuary is an SSSI, with the foreshore to south side of Chestle Pill managed by English Nature.</p> <p>The area is rich in marine life which attracts an estimated 200 species of migratory and indigenous birds.</p> <p>There are (or were before the sea defences were raised) many rare and unusual plants such as Bee Orchids and Marsh Samphire growin in the inter-tidal and marsh areas.</p> <p>Many fish species live near the New Passage shoreline such as cod, bass, flatfish, eels etc making it very popular for day and night fishing.</p> <p>Otters and kingfishers have been observed in or near Chestle Pill. Bats are regular visitors in summer evenings, hedgehogs are common too.</p> | <p>No bus stops.</p> <p>30mph limit signs.</p> <p>Benches on coast path to Severn Beach.</p> <p>Victorian postbox at west end of New Passage.</p> <p>LED street lights except at west end.</p> <p>Mostly unmanaged hedgerows.</p> <p>The industrial area of repurposed farm buildings is highly visible from the road. The cable infrastructure (power/telephony) is via pole and overhead cabling.</p> | <p>Open views W/NW to Caldicot, the Prince of Wales Bridge and hills in Wales.</p> <p>Open views to N/NE across the wetlands to the M48 and Wye bridges.</p> | <p>An area of mixed dwellings ranging in age, size and style with no identifiable vernacular. There are large open fields, wooded areas, scrub, estuarial and rhines in the locality with rich wildlife and, as a consequence, attracting a large number of visitors arriving by car, a few on bikes. Visitor traffic will increase significantly when the sea defences are completed and the England Coast Path reopens.</p> <p>The road offers street parking only for visitors, leading to regular obstructions to traffic (cancelled deliveries, refuse collections, no access for emergency vehicles, damage to utilities etc) which, during Covid, resulted in the police being called out on several occasions. The road suffers from subsidence, notably at the culvert under the road joining the M4 attenuation pond to the pill. There have been two serious accidents in the last two years due to speeding traffic (including an overturned car), either of which could have resulted in serious injuries or fatalities. The road would benefit from changes to speed limits (a 20mph zone) and/or traffic calming, a car park with on-street parking restrictions to maintain access for residents/businesses. Disabled parking would be desirable.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|---|------------------------|
| Character Area: P14 - Pilning wetlands | Assessor(s): Richard Edwards, Nick Davies & Peter Tyzack | Date: 17/8/2022 |
|---|---|------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|--|--|---|---|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.). All flat. Area includes SSI, SPA, SAC and Ramsar designations. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> Isolated residential along A403 and at Southworthy Farm. Otherwise fields and estuary wetland habitat. Includes warden accommodation and "interpretation" building. Remnants of former rifle range. The wetlands are a privately owned project. Access is tightly controlled by the owner, with only particular interest groups able to visit by arrangement. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> Buildings detached and on periphery of this area next to roads. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> No roads into area but multiple footpaths and a bridleway. When sea defence modification are completed this will formally become part of the National Coastal Path. For the wetlands access is limited to the public rights of way that skirt the area and the Severn Way. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> None. Although much of the area is considered a nature park. The designations SSSI, SPA, SAC, Ramsar, all relate the river and the foreshore. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> Mixture of detached two storey buildings and one bungalow. Mixed construction, stone brick and render all with tiled roofs. Buildings at the Wetland entrance include the Cadet Training Centre. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> The Severn Estuary and the two Severn bridges. | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> Hedges and trees along bordering roads with hedges to field areas. Otherwise flat and open with numerous rhines and the Pill discharging via sluice gates into the estuary. The Pill is the main drainage artery for the majority of the Parish. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> None. Some information boards around Wetland. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> Across the wetlands up and down to the two Severn Bridges and across to Wales. | The river and foreshore has SSI, SPA, SAC and Ramsar designations. Bearing in mind land ownership the area has opportunities for further development as a nature park and an attraction for visitors. It is not however suitable for residential or commercial development. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|--|---------------------------------|
| Character Area: SB01. Centre; Shops, Public Toilets, Beach Road, Rustic Park, Shirley's, Faith House, residential. | Assessor(s): R. Goard & P. Tyzack | Date: 29/8/2022, Issue 2 |
|---|--|---------------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|--|--|---|--|
| <i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i> Flat urban area. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> A mixture of a convenience store/post office, bakery, cafes, estate agent, hair and beauty salons, public toilets and residential. Small care home and static caravan park. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> Beach Road is the main artery, separating commercial from residential with other road links to east and west. Some off-street parking is available for all dwellings, small front gardens. All shops have level access. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> Roads and pavements (on both sides) in standard construction. There are three access points to the sea front from Beach Road, in addition to the ramp at Station Rd. The vehicle access next to the Tea Cottage leads up the top of the parish slipway, which is the launch point for the SARA/Coastguard rescue boat. Limited cycle parking outside of shops. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> No special spaces. On-street parking with wide pavement in front of shops. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> Some 3 storey units, including the 1920's terrace of shops with shopkeeper maisonettes above; now all bar one with Estate Agent on ground floor, converted to flats on each floor. Some other 3 storey and single story houses and bungalows. Most residential units are 2 storey detached, semi detached and linked with garages. Almost all tiled roofs mixture of brick and render finishes. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> Nothing special to record other than the terraced line of shops. Recent new building include contemporary architectural details. | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> Limited tree and shrub planting threatened by demand for parking. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> Steel street lamp posts, bus stops and signage, Benches and 2 cycle stands outside of shops, several bins and post box. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> Views to the grassed area below sea wall and of housing out along Beach Road and Beach Avenue. | Housing over the last 40 years has filled the area between the shopping units and the sea wall. Otherwise much of this area has remained as it has been for some years. There is evidence of a lack of parking, made worse by shop conversions to flats made without parking provision and commuter parking. This added to visitors to the shops and sea walls, gives the area a busy feel. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---------------------|---|-----------------|
| Riverside Park SB02 | Assessor(s): Gary Sheppard Richard Edwards & Peter Tyzack | Date: 30/8/2022 |
|---------------------|---|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|---|--|--|--|
| <i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i> The area is flat. Opposite the main Riverside Park road and dwellings is the raised sea wall and houses that face west along the main Riverside Park road have an aspect that looks towards the River Severn. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> Riverside Park is solely a modern residential area. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> The main Riverside Park road is a residential cul-de-sac with 4 spur roads. It is accessed from the north via Station Road. Riverside Park is bordered by the sea wall/Severn Way to the west, the Severn Beach railway line to the East and Station Road to the north. The whole area accommodates some 50 dwellings. All the properties have gardens and off-street parking and most (all but about 5) have garages as well. Spaces between detached houses are generally very narrow. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> All roads are in a 20mph zone and designed for a minimum of 2 car widths (3 in places), but with two traffic calming pinch points on the main Riverside Park road. There is a pedestrian pavement along the main road and into one of the spur roads. Most houses have a drive and/or a garage. Car parking seems ample. There are no public footpaths or bridleways. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> All of the properties appear to have gardens. There is a smaller (circa. 150sqm of open grass area toward the south of the area. At the southern end of Riverside Park is a farm gate and track which goes into undeveloped scrub land. The eastern border backs onto the railway line which has scrub verges. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> All properties have been built in the 1990's by two developers: Phase 1 by Tapsell Brothers was built in concrete bricks to withstand the salt air. Phase 2 was by Barratt Homes, and is of similar design to Cranmore Green in Pilning. There is a modern mix of single, double and triple storey dwellings of similar design appearance in brick and render. There is an equal mix of detached, semi detached and two blocks of terraced housing (town house design) with garaging on the ground floor and balconies on the first floor. The mix of housing, garden spaces, green space and parking facilities give the area a pleasant domestic/residential 'feel'. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> Other than the sea wall/Severn Way, there are no notable landmarks. | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> The area faces the River Severn to the west. There is a pocket of grassed area towards the south. Beyond the residential development to the south is a narrow strip of land. This is accessible through a gated track and is wetland habitat, created by Natural England, following the previous sea wall improvements. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> There are metal lampposts throughout for street lighting . The whole road areas are laid to tarmac and is in decent condition. There is ample parking on street and the majority of dwellings (90%+) have driveways and/or garages. There are metal bollards at the road pinch points, but no benches, bins etc. The only signage is 20mph painted on the road surface. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> To the west, beyond the sea defences (Severn Way) is the River Severn. Circa. 40% of dwellings have some view over the Severn now restricted to first and second storey windows, given the recent raising of the sea defences. | Generally a well-maintained and pleasant modern residential area. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|---|-------------------------|
| Character Area: SB03 - Railway Station | Assessor(s): Richard Edwards, Gary Sheppard & Peter Tyzack | Date: 24/08/2022 |
|---|---|-------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|---|--|--|---|
| <p>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</p> <p>Generally flat area of land. All of the rail land is raised above the surrounding land, to the track level; the hump in Station Road shows the height difference.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Transport railway station with single platform and bus stop at front. Waste land with trees and undergrowth all along east side of platform.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>Platform runs from north to south with Station Road at the north end and the only point of pedestrian only access.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Station Road passes by the front of the station, which is the end of the line. Pedestrian entry only from road no associated cycle ways or footpaths.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>None. Notable that the station has no car parking at all or even a pull in bus stop.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>No buildings other than a steel frame and glass weather shelter for passengers.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>Railway station. Remnants of second line (indentation in ground) and sidings within the overgrown area to the east.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>The neighbouring piece of land between the station and Stride Close is overgrown with trees, brambles and shrubs and is currently inaccessible. Trees are not particularly big and mainly silver birch.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>The platform has lighting, outside seating, passenger shelter, bins, plant troughs, 4 cycle parking hoops, electronic service information board, and lots of public information boards and signs. The bus stop is just a pole and attached sign.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Long view down the railway track to the distant power station/incinerator.</p> | <p>The railway station is a small single platform terminus to the line from Bristol Temple meads. It is tidy and appears well-maintained. The waste ground is completely unused and may be considered as a primary opportunity for future development of the station with car parking, retail and residential use.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|--|---|-----------------|
| Character Area: SB04 Albert Road, Stride Close & Victoria Crescent | Assessor(s): Penny Riches, Richard Edwards & Peter Tyzack | Date: 4/09/2022 |
|--|---|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|--|---|---|--|--|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.). All on level ground. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> All residential. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> The properties are laid out around the cul-de-sacs. All have off-road parking, some with garages. Most plots are narrow with small front gardens and larger rear gardens. Stride Close only has two pairs of semi-detached houses, the others that appear to be in the close are the rears of properties in Ableton Lane and Station Road. Most gardens are separated by a mix of walls, fences and a few hedges. The Quadrilles are four 2-bed flats sited beside English Stones House in Ableton Lane all with garages in a block in Stride Close. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> Albert Road runs off of Ableton Lane and is a cul-de-sac with runs into Victoria Crescent, another cul-de-sac. Stride Close is another small cul-de-sac which runs off the south side of Station Road; it is not a SGC adopted road . There are turning heads for most roads ends but not all. There is a footpath out of Stride Close onto Ableton Lane and another from Victoria Crescent into Ableton Lane. Roads have pavements on both sides | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> None. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> A mixture of semi detached or terraced two storey dwellings and detached or semi detached bungalows. All have tiled roofs. In Albert Road there are a number of Cornish type houses (with tiled first floor facades, correctly called 'Mansard' roofs) and a few older cottages at the entrance. The bungalows at the end of Albert road and in Victoria Crescent are in the main also of pre-fab construction. Many of these and the Cornish types have been renovated. The semi detached properties in Stride Close are white rendered. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> None. The Severn salmon Pub in Station Road opposite Stride Close used to be a landmark, but was demolished and replaced by houses and apartments circa 2000. | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> None in the area apart from a few garden hedges. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> Metal lamp posts for street lights and telegraph poles with overhead cables for telephone and electricity supplies. Roads and pavements tarmac. Little signage, but 20mph painted on the road. Other than a few concrete bollards no other street furniture like benches or bins. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> None. | Albert Road and Victoria Crescent are typical of low cost, fast build, post-WW2 housing utilising prefabricating construction. Many dwellings have had or are having refurbishment work. Stride Close is a more recent development probably of the 1970's. which looks a little tired for its age. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---------------------------------------|--|-----------------|
| Character Area: SB05 Gorse Cover Road | Assessor(s): Penny Riches, Nick Davies, Richard Edwards & peter Tyzack | Date: 1/09/2022 |
|---------------------------------------|--|-----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|---|---|--|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i></p> <p>Generally flat area.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential plus Emmaus Church.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>Gorse Cover Road runs from Green Lane through to the junction with Station Road and has Little Green Lane running off from the Green Lane end. It has a series of cul-de-sacs leading off from both sides of the road, even numbers on the west side, odd numbers the east side. Most on small plots with mainly open plan front gardens. All dwellings have off road parking and some with garages. There are few guest parking spaces within the cul-de-sacs and a couple of laybys on the main Gorse Cover Road.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>The main Gorse Cover Road is for two-way traffic with some traffic calming pinch points. All comes within a 20mph speed limit. This road and has pavements to either side. Many of the cul-de-sacs also have pavements. There is one footpath which runs from the cul-de-sac (84-178) through to Beach Avenue opposite Osborne Road.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>Two areas of public green space. One grassed area on south east side of the road (South of 49-99 GCR) planted with a few trees at the time of the development extending to the rhine on one side and the field behind, This green space was left to the council and was not to be built on. A second green space is on the west side which borders Rustic Park. It is grassed and has a number of very mature oak trees, which have Tree Protection Orders. Emmaus Church has a car park with 19 spaces.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Mixture of 1, 2, 3 and 4 bedroom houses, standalone, terraces of 3 or 4 houses and semi-detached. Some with front gardens and drives, all have off-street parking. Some front gardens have been turned over to front parking. All with private rear gardens, which in the main are small. Mostly built in 3 phases between 1997 and 1999, but with Emmaus in 1993 and Station Road end in 2002. Single bungalow at north end. All have tiled roofs and a mix of brick and render. The church is of modern brick construction.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>Emmaus Church and the large oak trees are the only significant landmarks.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>A rhine runs down the east side from the corner with Little Green Lane. It extend down behind the houses on the east side as a ditch/culvert and terminates just south of the green. There are fields on the east side between Gorse Cover Road and the back of the housing on the east side and Little Green Lane. Trees and hedges border these fields.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Steel lamp posts throughout for street lighting. Main GC Road and pavements are tarmac. Cul-de-sacs largely block pavers with some tarmac. House numbering signage is comprehensive. Little other signage. Bollards at pinch points. No benches or bins anywhere.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>No significant views out of the area.</p> | <p>Gorse Cover Road is what was the former 'Villa' caravan and camping park. A pleasant, well-maintained and popular housing development built in the 1990's which includes two green spaces. The retention of the large oak trees being notable and subject to a TPO. The Emmaus Church is a well used community building. The field on the east side of the estate on the southern end could provide opportunities for further residential development. However, as with the land nearer to Little Green Lane this may prove difficult as some years ago it was bought up and subdivided, then sold to multiple buyers as part of some scam operation. The scammer subsequently went bust and therefor the status of ownership is complex.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|-----------------------------|---|----------------|
| Character Area: Church Road | Assessor(s): Gary Sheppard, Nick Davies | Date: 7/7/2022 |
|-----------------------------|---|----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|--|---|--|--|---|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc). The area is flat. | Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc. All of the area with the exception of the green areas on the geographical plan is residential. There is a small area that has been allocated for solar panel arrays to the East of the mapped area. | Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc). Church Road is at least 2 car widths wide on the main residential drag (West to East). The area is road leading off (North East end) to Little Green Lane and continuing East to a dead end (no through road). The area along the full length of Church Road has housing to both sides of the street for its full length (an eclectic mix of single storey and two storey dwellings, detached and semi detached). Garden are equal to rising to circa. 8 times the size/footprint of the dwellings. Most dwellings have there own driveways with circa. 60% plus having their own garages. Rear gardens are adjoined by green open space to the main. | Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc. The main road of Church Road is a minimum of 2 cars width. Church Road has a pedestrian pathway running its length to the North of the road. There are no designated cycle lanes to the road structure itself. To the South East of the area there is a dedicated cycleway and pedestrian walk way start that leads to the main Severn Road and access to the Western Approach industrial area. Church Road junctions with Gorse Cover Road to the West and Little Green Lane to the North East. | Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc. There are no designated public spaces. The area to the South East of the Mapped location is a field and public right of ways. | Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc. The area is an eclectic mix of residential dwellings. There is a mix of single storey and double storey houses. There is a small block of flats to the West as you enter Church Road built circa 2010. Two newer dwellings (2 storey) which are detached which were built circa. 2015. The South side of the road is primarily bungalows in varying states of repair. The North side to the eastern end has 2 storey semi detached dwellings. There are a mix of timber framed and traditional block (rendered) built dwellings. A number of buildings have been built within the last 30 years but the majority date from circa 1950's (as an estimate). There is no consistent character to the street scene - although the mix of dwellings could be said to define the character itself! |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural). There are no significant landmarks. | Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc. The majority of garden spaces are well kept and green (with the odd exception). | Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc. There are street lights along the road and overhead power and telecommunications cables. The path and road are in a reasonable state of repair. | Important views in and out of the character area (record location of viewpoint, and direction and extent of view). Dwellings throughout the area have views (mainly) of green open spaces to their rear (beyond their gardens). Properties face one another across the main road. There are newer developments to the East end of the area (North of Church Road) and Church Road itself stops at a dead end adjacent to the M49 motorway. There are greener areas to the East. | The eclectic mix of dwellings! Generally set back and on fair to large plots. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|--|-------------------------|
| Character Area: SB07 - Little Green Lane | Assessor(s): Richard Edwards, Robert Goard & Peter Tyzack | Date: 30/08/2022 |
|---|--|-------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|---|--|--|---|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.). All flat. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> Only 2 residential units at south end and one at north end. Otherwise rural with fields on both sides of road some overgrown some with field shelters/stables for horses. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> Little Green Lane is a single track country lane. The 2 bungalows and one house are in individual plots at the ends of the lane. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> One single track country lane with passing point at field gateways. Now designated 20mph zone. No pavements, separate cycle ways or footpaths. Lane connects to Gorse Cover Road at the north end and Church Road to the south. The road tends to flood in winter, due to lack of ditch clearance and collapsed/infilled culverts under the field entrances. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> None. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> Two brick built detached bungalows at south end. Detached red brick two storey detached dwelling with slate roof at north end, which is a former railway crossing house. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> Ex-railway crossing house at north end is individual and the first property seen as you enter Severn Beach from this direction. | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> Hedges and trees along full length of lane. Trees mainly blackthorn and elm - many of the latter have died from Dutch elm recently. Ditch on west side of lane but this is dry and blocked at south end. Fields on both sides many of which are overgrown. Trees are not cut back, but trimmed by the passing of weekly bin lorries and therefore form a canopy over the road in many places. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> No street lighting, benches, bins, etc. Only signage are the bold 20mph signs painted on the tarmac road surface at either end of the lane. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> None. | Essentially a country lane with only 3 dwellings and fields on either side. Fields not particularly well used or maintained and may be considered as an opportunity for future residential development. However, for the fields on the west side this may prove difficult as some years ago they were bought up and subdivided, then sold to multiple buyers as part of some scam operation. The fields to the east back onto the M49, which would limit development due to proximity to the motorway. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|-------------------------------|--|----------------|
| Character Area: 8. Shaft Road | Assessor(s): John Miller, Nick Davies & Peter Tyzack | Date: 7/7/2022 |
|-------------------------------|--|----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|--|---|---|--|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i></p> <p>Flat and level.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Residential and employment leading off to Second Severn Crossing maintenance office and yard., Network Rail tunnel maintenance yard/ ventilation shaft/ pumping station.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>Shaft Road runs virtually right above the railway tunnel. At the north end of Shaft Road are ex-railwaymen cottages close together with small gardens. At the south end are two individual homes set in large plots . Salthouse Farm is an old farm building surrounded by a series of roads and cul de sacs of park homes set in attractive open plan gardens.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Shaft Road is a cul-de-sac lane with passing bays and no pavements with access to Severn embankment for emergency vehicle and pedestrians. Salthouse Farm access by a single-track lane with footpath, leading to double track roads on the estate with private access to estuary.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>Shaft Road cottages have off-street parking, 2 detached have ample private space for parking. Salthouse Farm is well provided with individual parking spaces and some garages for park homes and plenty of visitor parking spaces.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Shaft Road row of 4 terraced cottages, 2 semi-detached and 1 detached house dated circa 1880's of brick and render with clay tile traditional roofs, two storey . At the top end 2 modern but traditional detached 4 bedroom houses brick and render construction two storey. Salthouse Farm park an estate of 57 park homes single storey wooden construction, steel tile roofs 2 bedroom in various styles and pastel colours surrounded by attractive gardens.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>Prince of Wales Bridge and M4 motorway</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Leads to estuary and sea defence. Surrounded by woodland as motorway landscape barrier.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Shaft Road unlit tarmac road very little signage. Salthouse Farm has street lights on 5 metre columns, tarmac roads and good signage.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Views out dominated by Prince of Wales Bridge but otherwise no significant views as area is set behind and below river and motorway embankments. Views in from Binn Wall which looks down upon the majority of the area.</p> | <p>Shaft road was established over a century ago along with a rail link to serve the pumping station for the Severn tunnel along with the houses.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|--|--|-------------------------|
| Character Area: SB09 - Beach Avenue | Assessor(s): Richard Edwards, Penny Riches & peter Tyzack | Date: 11/07/2022 |
|--|--|-------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|--|--|---|---|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.). All flat. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> Almost all residential. One commercial unit at the end of Osborne Road. Also allotments. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> Essentially 3 residential roads. Beach Avenue is straight and is the main route into the centre of Severn Beach from the north. Beach Road is adjoined to Beach Avenue at both ends, but diverges to form a triangle. Beach Road has a short cul-de-sac to the north leading to the allotments. Osborne Road is a cul-de-sac off Beach Avenue with the commercial site at the end. Plots are generally linear along and on both sides of the roads, with small front gardens and larger rear gardens. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> Roads as described in layout all now in 20mph zone. Pavements on both sides of each road. No separate cycle ways. Footpaths connecting Beach Avenue to Gorse Cover and Osborne Road to Beach Road. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> No green or empty spaces included in this area. Large allotment site (39 plots all well used). No car parks. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> Single & two storey with small block of new 3 storey. Mix of detached, semi, and terraced. Building started here in 1920's with many wooden framed bungalows many of which have been rebuilt. Some still original e.g. with corrugated sheet roofs in Osborne Rd. two story buildings constructed from 1930's onwards, in brick/render/sparr dash. Tiled roofs and even tiled first floor walls on some. New construction has been at regular intervals until last few years but now all available space appears to have been filled. Earlier two storey builds mostly do not have garages so front gardens are now car standings. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> None of merit in this area | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> A few street trees to north and south ends of Beach Rd. Beach Av. Has many well established pruned hedges and small trees. Grass verges feature to Beach Avenue diminished due to car parking and driveway access. No natural areas other than around periphery of allotments. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> Beach Av and North end of Beach Rd has wooden poles and overhead cables along its length so metal street lighting is on those. Elsewhere separate metal pole lighting. No bins or benches. Tarmac surfaces to roads and pavements. little signage. Two bus stops in Beach Av. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> Southern end of Beach Rd has views over green space to sea wall. Otherwise none. | Essentially a fully developed residential area with properties built at different periods and of different basic designs over the last 100 years. Older properties, particularly bungalows, are probably towards the end of their life and 'ripe for development/renovation'. New build 'bungalows' which have replaced originals, are now all designed to have bedrooms in the roof space in order to get planning permission. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|--|---------------------------------|
| Character Area: SB10. Sea front; grassed area along sea wall including former boating lake site. | Assessor(s): R. Goard & P. Tyzack | Date: 29/8/2022. Issue 2 |
|---|--|---------------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|---|---|---|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc).</i></p> <p>The sea front is dominated by the sea wall and promenade, behind which is an irregular sloping grass park. Major views seawards towards Wales, Avonmouth and the two Severn Bridges</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc</i></p> <p>Purely leisure: a popular sea walk also used by cyclists, sea fishing.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc).</i></p> <p>No buildings in this area. The area has changed over time to reflect improved sea defence and shifting boundaies on the landward side as development has progressed.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Pedestrian and (limited) cycle access, with links north to New Passage under the Second Severn Crossing and south towards Avonmouth. The promenade is a part of the coastal path.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>Two open grass areas. One little used opposite shops with no planting and just through-paths. Second larger and planted with some trees, and sculptures. Used more for picnicing and community events. Acts as bunded area for flooding in the event of sea wall over-topping.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>None.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>A significant and important sea defence, which has developed over many years. 3 small sculptures. Dramatical changing sea front with the highest tidal range in Europe.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Grassed area with some tree planting alongside Beach Road and shrubbery to rear of some houses of central Beach Road.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Benches and a few bins all along the sea front promenade. No lighting. Safety signs along the sea wall including those for pedestrian priority.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Significant views seawards with 180 degree spread including the Forest of Dean, Black Mountains, South Wales and Portishead. Shipping can be seen goin in and out of Portbury and Avonmouth Docks, and along the estuary.</p> | <p>Between the 1920's and the 1960's there were significant developments associated with the holiday industry (swimming pool, boating lake, amusements, etc.) Given the decline of that, the advancing housing developments and the improved sea defences, this area has changed significantly. Now formally becoming part of the 'English Coastal Path' and the 'Severn Way', the area now has potential for inreased use by walkers and cyclists.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|---|----------------|
| Character Area: SB11. Severn Beach Park; Park, play area, village hall, school and school field; Ableton Court. | Assessor(s): Gary Sheppard, Penny Riches, Richard Edwards & Peter Tyzack. | Date: 4/9/2022 |
|---|---|----------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|---|--|--|--|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.). All flat land. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> Mainly community space. Village hall complex with; hall, children's play park/area, tarmac playing court, some fitness apparatus and playing field. Primary school with own playing field included. Ableton Court, formerly accommodation for the elderly, is now used as social housing by South Gloucestershire and Bristol Councils. The Village Hall car park is used for a kebab van for part of the week. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> The Village Hall complex, school and Ableton Court are all separate and stand in their own grounds. All buildings are to the south west of the area defined. They face onto Ableton Lane. The village and school playing fields, are to the rear of buildings to the north east part of the area defined. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> The main access to the three sites is from Ableton Lane. Access to the rear area of the school and Ableton Court can be gained through School Way. At end of school way there is an opening to 'official' footpaths which go through the wild land and on to bridle way behind. At the rear of the village playing field another opening to similar footpaths through the wild land and on to bridle way behind - these are claimed but not yet official. There is a PRoW footpath to the north of Ableton Court through to School Way and a claimed one to the south. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> The area defined is primarily public access/public use (school) space. The main part of the village playing field is laid to grass used as a football pitch and community activities. There is a multi-use games area (5 a side football/basketball size) laid to tarmac with a high wire fence around it. Additionally, there is an extensive area of well-used children's play equipment and some fitness equipment. The school playing field within its fenced boundary is for school use. The grassed areas around Ableton Court are well planted and maintained and can be accessed by the public. The village hall has parking for some 25 cars (insufficient). The school only has a small car park for staff of 10 spaces. Ableton Court has parking at the rear for 12 cars. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> The village hall, constructed in 1974, is of concrete build with an arched roof, it has two flat roof extensions. The primary school which opened in 1970 is system built, i.e. steel framed with infill panels and flat roofs typical of the era and enabling quick build extension if required. It is all single storey except for two upstairs classrooms. it has a tarmac yard/play area equal to the footprint of the school building itself. Ableton Court is 2 storey building containing 22 bedsits/studio flats of brick construction with a clay/concrete traditional roof tiles, circa. 1980's construction. |
| Landmarks | | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> The village hall is of a distinctive design with its arched roof. The primary school is also a significant landmark.. | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> The north and east boundaries of the village playing field and east boundary of the school field are deep hedgerows with some established trees. There is a coppice of trees to the south of the village hall and Ableton Court is well planted with trees from the time it was built - these have a group tree preservation order on them. There are no watercourses or ponds in this area. The area defined is 80% green and 20% buildings or hardscaping. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> The village hall and playing area has a rendered low wall (circa 900mm high) to its front facing Ableton Lane. The school has a low rainbow painted timber fence (again circa 900mm high). Ableton Court frontage is open. Ableton Lane had street lighting, traffic calming (20mph zone) and a pedestrian crossing (outside the Village Hall). The village hall/play area is equipped with benches and bins. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> The village playing field affords an open outlook across a green grassed space (circa 1.5 football pitches in size). There are no views as such out of the area due to the flat landscape and bordering trees, hedges and properties | This is very much a community area comprising mainly the Village Hall complex with its recreational facilities and the primary school. Both buildings appear of their era and with the construction methods used could benefit from some refurbishment. Both have large areas of green space. Ableton Court to the south of the school was built as accommodation for the elderly, but is currently used by the district Councils for social housing and is believed to be internally in a poor state of repair. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|---|------------------|
| Character Area: SB12. Ableton Lane East; Ableton Lane; Denny Isle Drive; Prospect Road; School Way; Abbot Road; Severnwood Gardens. | Assessor (s): Gary Sheppard, Penny Riches, Richard Edwards & Peter Tysack | Date: 04/09/2022 |
|---|---|------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|--|--|--|--|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.)</i></p> <p>All the area is flat</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>All the area is residential, except for one local printing business attached to a house at the end of Denny Isle Drive.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>All access roads are at least 2 car widths wide. Three roads lead off Ableton Lane with the area is made of cul-de-sacs . The area includes medium density housing, but in the main gardens (all have both front and rear) extend to a minimum size equal to the size of the housing (inc. garaging, drives and hardstanding's) with the odd exception of no more than 3 times the size of the house. All dwellings have off-road parking.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>There are three roads which lead off Ableton Lane. Each are cul-de-sacs with Denny Isle Drive having two further cul-de-sacs spurring off. At the end of Abbot Road, Prospect Close and School Way there is pedestrian access to the unused land behind. All roads have pavements to each side of the road in the main.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>There is one public open space located between the even-numbered houses in Prospect Road and the rear of Ableton Lane. It is accessed via footpaths from Denny Isle Drive and Prospect Road. Otherwise there are no other spaces or communal use of land in this area.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Severnwood Gardens (circa. 1970's, traditional block build/rendered concrete tile roofing. mix of 2/3 bed) and Abbot Road (circa 1960's, Brick/stone/timber frame build, clay/concrete roof tiles, mix of 2/3 bed) are single storey dwellings (bungalows) primarily detached or linked detached (garages adjoin) with driveways and/or garages (some converted). Balance of housing is 2 storey detached and semi detached dwellings, some dormer style, mix of brick and rendered finishes, nearly all with driveways, circa. 1960/1970 traditional build with concrete roof tiles. There is more of a mix of properties and ages (some more recent) along Ableton Lane. There are three blocks of flats with 4 in each in Prospect Road and Ableton Lane and another block of 6 at the end of School Way.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>There are no significant landmarks.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>Abbott Road is lined with street trees. Several of the gardens include hedges and trees. There is a rhine between the back gardens on the south side of Severnwood Gardens and then A403. There are no other watercourses or ponds.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>All cul-de-sacs have street lighting mounted on metal lampposts. Paths and roads are tarmac. Each house (90-95%) have their own driveway. There are no benches or bins throughout the area.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Most houses on Ableton Lane have views South West across the road to open fields. There are no other significant views in or out of the area.</p> | <p>Typical residential street scenes dating from the 1960's and 1970's with two storey buildings to the north of the area and single storey to the south. Generally the properties are well-maintained and tidy. The area was previously used between the 1920's to 1960's as caravan/holiday parks and was allowed to be developed once the holiday resort trade declined.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|---|--|-------------------------|
| Character Area: SB13 - Ableton Lane West | Assessor(s): Richard Edwards, Robert Goard & Peter Tyzack | Date: 30/08/2022 |
|---|--|-------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|--|---|--|---|--|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.). All flat. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> Only 2 detached residential units next to road. Otherwise it is rural with fields used for occasional grazing. Two area with field shelters/stables for horses. Land in the south west corner of the area next to the A403 has been cleared for potential commercial development. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> Ableton Lane connects to the A403 and is the main route into the village from the south. The 2 dwellings are on the side of the road, the opposite side of the road which is in a different area is fully residential. | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> Straight two-way road with designated 30mph and 20mph speed zone. No pavements on west side of road except for short strip at bus stop on southern end. No cycle ways, footpaths etc. Railway line runs through the western edge of this area. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> None. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> One distinctive two storey detached dwelling in red and yellow brick in own ground as smallholding. Next door rendered bungalow in own ground. Both with tiled roofs. At the north and south ends next to the road is an area of stables/field shelters for horses. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> One distinctive two storey detached dwelling in red and yellow brick; 'The Elms' | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> Hedging all along road-side with some mature trees. Ditch by southern bus stop. 4/5 fields with hedge boundaries and railway line ends overgrown. Narrow strip of land west of railway line is waste ground extending down from Riverside Park. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> None other than 3 bus stops. No street lighting, benches, bins, etc. Only signage are the bold 20/30mph signs. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> Views down road to A403. Some restricted views across fields from road. | The road is the main route into Severn Beach from the south. This west side of the road is essentially undeveloped as it was farmed, unlike the east side, which was formerly craven and camping sites and is now fully developed residential. Fields not particularly well used and may be considered as an opportunity for future residential development. Area cleared for commercial use is not believed to be fully consented. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|--|--|------------------|
| Character Area: SB14. Gypsies Plat; wid land west of bridle path, solar farm east of path. | Assessor(s): Gary Sheppard, Richard Edwards & Peter Tyzack | Date: 31/08/2022 |
|--|--|------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|--|--|--|---|---|
| Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.). The area defined is flat. | <i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i> 50% of the defined area defined is commercial, covered by the Severn Beach solar farm. Divided by a public footpath/bridleway running north to south the other half of the area is wild land which has not been farmed for 40 years or so. It has a network of informal footpaths. | <i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i> 50% of the area defined is covered by a solar panel array extending to a few acres. To the east it has a boundary between the solar panels and A403 of a narrow copse and drainage rhine. to the West of the solar farm there is a public footway and bridle path leading from Church Road to the A403. Between the footpath and area boundary to the west there is land that has grown wild (known as Gypsies Plat). | <i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i> There is a main public footpath/bridleway leading north to south through the (near) centre of the area defined. This connects Severn Beach to Western Approach. This is half tarmac and half fine shingle for horses. There is a network of earth paths to the west of the bridle path. There are three defined paths across this land shown on the Definitive Map. Other paths are not yet defined. These lead through to Abbot Road and the village playing field. The area is bounded by the A403 to the south, the M49 to the east, residential housing (rear of), school field and playing field to the west, and residential housing (rear of) to the north. | <i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i> Everything to the west of the solar array is land that has grown wild with a network of earth footpaths used by the public. | <i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i> There are no buildings in the defined area but 50% of the area has been developed as a solar farm. |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i> The solar farm. | <i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i> Other than the solar farm area the rest of the defined area has been left to nature. There are a good number of mature trees along the bridle path and in the wild land to the west, which is a natural nature reserve and a popular walk for local residents. There is a drainage rhine to the east. | <i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i> Signage at both ends of the public footpath/bridleway for the National Cycle Network routes 4 and 41 and for no entry to cars and motorcycles. Sign from south end also directs to the railway station. Metal bollards at both ends, one dog waste bin and a mounting/dismounting step at the south end. | <i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i> Pleasant view along the wooded footpath/bridle way. | The main defining characteristics are; the public footpath/bridleway which is a connection between Severn Beach and Western Approach, the solar farm which is reasonably hidden and the area of wild land known as Gypsies Plat which has been left natural with its mixture of defined and informal footpaths used by the public. The Parish Council, with residents support, has submitted legal path claims for three of the informal paths. | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|----------------------------------|--|------------------|
| Character Area: Western Approach | Assessor(s): Nick Davies, Richard Edwards and Peter Tyzack | Date: 18/10/2022 |
|----------------------------------|--|------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|---|---|--|--|---|---|
| <p>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</p> <p>The original land was flat and level. There are now two rises over the M49 motorway.</p> <p>Construction of the industrial buildings has including 1m landraising over large areas and some localised landscaping.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Commercial; mainly B8 large format storage and distribution warehouses, with some smaller industrial use buildings and some open storage. There is a Travelodge hotel adjacent to the incomplete M49 junction. Next to Travelodge there is consent for a drive through food outlet and a fuel station. There is a fuel station for trucks run on alternative fuels to deisel.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>Towards the entrance to the estate (Phase 1) the buildings are set back behind landscaped areas and ponds with separated pedestrians and cycle routes. Towards rear of the estate (Phase 2) the quality of development falls with little or no landscaping, narrow pavements and poorly considered layout. The spine road (Govier Way) enters the estate from traffic lights on the A403 opposite the bridle path and loops through the estate, extending out of the Parish and coming out as Central Avenue further south on the A403. It was originally planned to follow through to the Hallen part of Severn Road but this has never been completed.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>Tarmac cycle path and pedestrian route on south west side of the spine road and gravel to north east side. These go through under the motorway to Compton Greenfield. Includes some light controlled crossings at the western end of the estate, but quality of development falls rapidly towards the periphery of the estate with badly finished roads, poor signage and lack of cycle routes. Evidence of footpaths being blocked and routine parking on pavements create a difficult environment for pedestrians and cyclists. Link to M49 signposted but not finished. Evidence of bus route. Caravans and motorhomes parked on spare ground suggesting people are living in them. No public conveniences or driver facilities noted. High level of on-road parking of trailers. Bridle path goes into the estate from the main entrance.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>None other than some areas of open grass land adjacent to footpaths and cycle ways, but these owned by and should be maintained by the estate owners.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>Most warehouses and industrial buildings are high bay with aluminium cladding and lightly arched or flat roofs. All are separate and stand on their own site. Many serve as large regional logistics depots and are very large in area.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>There is one piece of 'public art', at the junction of A403/ Govier Way - a moderate sized, metal sculpture of a putcher.</p> <p>Otherwisethere is a wind turbine besides Warburton's building.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>To the west of the estate there are two large ponds and there are wide areas of pleasant landscaping well planted with mature trees. After the second roundabout into the estate there is little in the way of landscaping or greenery except for a further pond which exists beside the motorway junction and Amazon. This is a balancing pond for drainage from the Amazon site. Most roads have drainage ditches on both sides, some of which have large quantities of litter</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>Streets, pavements and cycle ways are tarmac and illuminated with metal street lamps. To the west of the estate boundaries are neatly fenced and generally maintained with some benches and other street furniture, e.g. benches at pond locations. To the east of the estate the quality of finish is poor with heras fencing and general absence of street furniture. The ponds and ditches at the western end have life saving rings installed.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>Very limited by buildings. View towards east from some areas.</p> | <p>This industrial area comes in a large area of land once owned by ICI which was granted extant planning consent in 1957 for industrial use. Phase 1 of Western Approach was developed under a 'Master Plan' resulting in a well-planned and landscaped finish. Phase 2 of the development has been allowed to progress under the 1957 consent but without a master plan and as a result is poorly designed and finished. Likely that many of the later units do not accord with the planning consents granted. The earlier tarmac footpaths and cycle ways are deteriorating with cracks caused by foundation movement.</p> | |

PILNING & SEVERN BEACH

Neighbourhood Plan Steering Group - Character Assessment

| | | |
|--|---|-------------------------|
| Character Area: Green Lane, land to north and south to M49 and A403 | Assessor(s): Gary Sheppard, Richard Edwards & Peter Tyzack | Date: 30/08/2022 |
|--|---|-------------------------|

| Topography | Land Use(s) | Layout | Roads/Streets/Routes | Spaces | Buildings |
|--|---|--|--|--|---|
| <p><i>Landscape setting / gradient of the local area (flat, sloping, valley, plateau, hilltop, etc.).</i></p> <p>Mixed topography mainly flat with raised (hills) areas servicing bridges over M49, M4 and embankments/cutting to the Severn Rail Tunnel (forming a 'rail valley'). To the very south and edge of the west boundary various copses and wooded areas.</p> | <p><i>Residential, Retail, Leisure and Recreation, Commercial, Employment, Community, etc.</i></p> <p>Boundary to the west is the M49. Boundary to the south east is Severn Road (dual carriageway). Boundary to north is the M4. Boundary to north east forms to the rear of houses along Redwick Road. Main South Wales to London railway line splits the area to the centre. The balance of the area is primarily grassed fields and paddocks.</p> | <p><i>Relationship between buildings, spaces and routes, and how these elements are arranged in relation to each other. Building plots (wide narrow, long, short, etc.).</i></p> <p>There are no buildings in the area defined.</p> | <p><i>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, alleyways, etc.</i></p> <p>There is public footpath (Church Lane) south leading from A403 Severn Road to Church Road in Severn Beach, including a pedestrian footbridge that spans the M49. Green Lane is to the north which is a main road (2 cars wide) that links seven Beach to Redwick/New Passage and therefore Pilning along Redwick Road. The main London to South Wales railway line splits the area in the centre running south east to north west. There are various public rights of way across fields running south from Green Lane. Additionally, from Green Lane is access to a service road for the Severn Tunnel.</p> | <p><i>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.</i></p> <p>There are no public spaces. There are only fields.</p> | <p><i>Building heights, arrangement (detached, semi-detached, terraced or apartments), materials, construction era, roof types, distinct / predominant architectural features, window types, condition, etc.</i></p> <p>There are no buildings in the defined area.</p> |
| Landmarks | Green/natural features | Streetscape | Views | Summary of Key defining characteristics and/or other observations | |
| <p><i>Distinct and instantly recognisable local features (including buildings, statues and monuments, and other locally significant features of the local area, both built and natural).</i></p> <p>The main London to South Wales train line is situated in the centre of the defined area.</p> <p>A feature of the Green Lane/M49 overbridge is that the centre of the bridge is vertically over the centre of the M49, and vertically over the centre of the rail tunnel. This is a complex piece of engineering with pilings to avoid any ground pressure on the fragile Victorian tunnel.</p> | <p><i>Trees, hedgerows, streams, rivers, ponds, lakes, woodland, landscaped areas, etc.</i></p> <p>With the exception of roads and railway line the area is green throughout. There are no significant watercourses or ponds. However, the drainage from the motorway is handled by a large rhine that runs through oil separators to protect against vehicle spills.</p> | <p><i>Lamp posts, benches and seating, street surfacing materials, signage, boundary treatments, etc.</i></p> <p>There is street lighting along the M4 and at the junctions of both the M49 and A403 Severn Road. There is no street lighting along Green Lane, which has a few signs relating to 30 and 50mph speed limits. There are no bins or seating. in the area. The train line is electrified.</p> | <p><i>Important views in and out of the character area (record location of viewpoint, and direction and extent of view).</i></p> <p>From the bridge on Green Lane that crosses the M49 there are good view s of the Second Severn Crossing, into the railway cutting and back towards Redwick. A good view of Second Severn Crossing can be made from the Church Lane footbridge, but views of the land to the east are obscured in summer by mature trees.</p> | <p>A rural area of fields bordered by roads and motorways and split by the main railway line.</p> | |