



Strategic Environmental Assessment (SEA) for the Pilning & Severn Beach Neighbourhood Development Plan

Scoping Report

Pilning & Severn Beach Neighbourhood Plan Steering Group

February 2023

Quality information

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Revision History

Revision	Revision date	Details	Name	Position
V1	07/12/22	Draft for internal review	FY	Graduate Environmental Consultant
V2	19/12/22	Draft for QB review	RE	Chair of Pilning & Severn Beach NP SG
V3	17/01/23	Final for internal review	RC	Senior Environmental Planner
V4	19/01/23	Consultation version	RE	Chair of Pilning & Severn Beach NP SG
V5	03/02/23	Updated for QB circulation	RE	Chair of Pilning & Severn Beach NP SG

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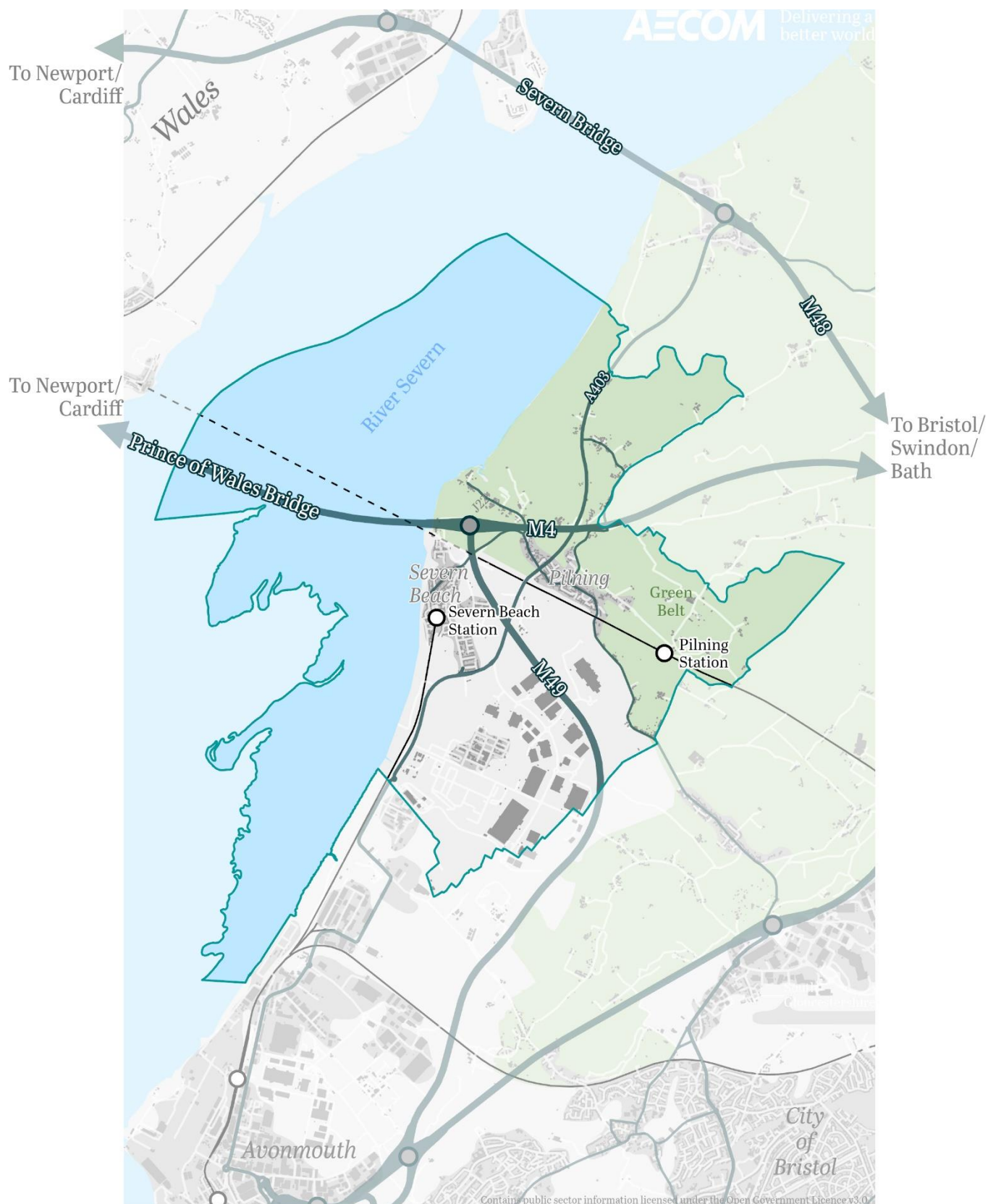
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1. Introduction

Background

- 1.1 AECOM has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) in support of the emerging Pilning & Severn Beach Neighbourhood Plan (PSBNP).
- 1.2 The PSBNP is being prepared under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012, and in the context of the local planning framework of South Gloucestershire Council.
- 1.3 The Neighbourhood Area (NA) (see Page 4 above) was designated in December 2020. The M4 runs through the NA with both Northwick and New Passage to the north. The NA is also intersected by the M49 and A403 roads. The Parish is formed of two main separate settlements, the village of Seven Beach and Pilning. The South Wales Main Line railway also extends through the NA. Pilning Station is on the London Paddington to Swansea GWR main line, while Severn Beach is the terminal station on the Bristol Temple Meads to Severn Beach line.

SEA explained

- 1.4 SEA is a mechanism for considering and communicating the potential impacts of an emerging plan, and potential alternatives in terms of key environmental issues. The aim of SEA is to inform and influence the plan-making process with a view to avoiding and mitigating potential negative impacts and maximising the potential for positive effects. Through this approach, SEA seeks to maximise the emerging plan's contribution to sustainable development.
- 1.5 SEA is undertaken to meet the specific requirements prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).
- 1.6 The PSBNP has been screened in as requiring SEA.¹ This is predominantly because of the scope of the plan, which proposes to allocate land for additional homes with the potential to lead to a range of environmental effects. SEA is therefore required to assess the potential for significant environmental effects.
- 1.7 The next stage of SEA (this report) seeks to establish a suggested scope for the assessment. A key procedural requirement of the SEA Regulations is to present this scope for the SEA, so that the designated authorities (Historic England, Natural England, and the Environment Agency) can provide timely comment.

¹ SEA screening was undertaken by Place Services on behalf of South Glos Council in 2022.

SEA scoping explained

1.9 The scope is explored and presented under a series of key environmental themes as follows:

- Air quality
- Biodiversity
- Climate change and flood risk
- Community wellbeing
- Historic environment
- Land, soil, and water resources
- Landscape
- Transportation and movement

1.10 The selected environmental themes incorporate the 'SEA topics' suggested by Annex I (f) of the SEA Directive.² These were refined to reflect a broad understanding of the anticipated scope of plan effects.

1.11 Developing the draft scope for the SEA as presented in this report has involved the following steps:

1. Exploring the policy context for the neighbourhood plan and SEA to summarise the key messages arising. Overarching plans and the strategic policy context are presented in the first chapter (as part of the context for the plan), whilst localised plans and strategies are explored under each environmental theme.
2. Establishing the baseline for the SEA (i.e., the current and future situation in the area) to help identify key sensitive receptors. Following a series of maps, key statistics, and cited evidence sources, a narrative summarises the baseline for each environmental theme. The future baseline (in the absence of the plan) is explored in the first chapter (as part of the context for the plan).
3. Identifying particular problems or opportunities ('issues') that should be a particular focus of the SEA. Key issues are explored for each environmental theme; and
4. Considering this information, developing a SEA framework comprising SEA objectives and assessment questions, which can then be used as a guiding framework for the subsequent assessment. Objectives are explored for each environmental theme scoped in as part of the assessment, and then brought together as a whole (the SEA framework) in the final chapter.

1.12 Options and proposals within the emerging neighbourhood plan will be assessed consistently using this framework

² The SEA Directive (Directive 2001/42/EC) is 'of a procedural nature' (para 9 of the Directive preamble) and does not set out to prescribe particular issues that should and should not be a focus, beyond requiring a focus on 'the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'

2. Context

- 2.1 This section presents the strategic planning policy context provided by the National Planning Policy Framework (NPPF) and the local development framework of South Gloucestershire. It also identifies plans and strategies of distinct relevance to the interests of statutory consultees, and other broad national strategies of relevance. Finally, a narrative is provided which considers the future baseline.

Strategic policy context

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
Planning practice guidance	2021
South Gloucestershire Local Plan – Core Strategy 2006 -2027	2006
South Gloucestershire Policies, Sites and Places Plan	2017

- 2.2 The National Planning Policy Framework (NPPF) provides an overarching framework for development in England. It sets out the government's planning policies for England and how these are expected to be applied. It is supported by planning practice guidance, which is a suite of policy papers covering a broad range of topics, including SEA. Neighbourhood plans must be in general conformity with the NPPF.
- 2.3 The strategic policy context is also set by South Gloucestershire's local development framework, which consists predominantly of the Policies, Sites and Places (PSP) plan which forms part of the South Gloucestershire Local Plan, together with the Core Strategy (2006 -2027) and Joint Waste Core Strategy. The approved South Gloucestershire Local Plan Delivery Programme 2022 – 2025 will set out future stages for preparation of the new Local Plan and a draft plan (Regulation 19 stage) in 2024. This is further supported by Area Action Plans (though these do not cover Pilning & Severn Beach); the Draft Strategic Infrastructure-led masterplan for Severnside to 2050; and neighbourhood plans.

Historic England

Document title	Year of publication
Historic England: Heritage and Climate Change	2022
Historic England Advice Note 1: Conservation Area Appraisal Designation and Management	2019
Historic England Advice Note 12: Statement of Heritage Significance	2019
The National Design Guide	2019
Historic England Good Practice Advice in Planning: The Setting of Heritage Assets	2017
Historic England Advice Note 8: Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)	2016
Historic England: Conservation Principles, Policies and Guidance	2008

2.4 Historic England champions England's heritage. The key high-level principles for the conservation and enhancement of the historic environment are as follows:

- The historic environment is a shared resource
- Everyone should be able to participate in sustaining the historic environment
- Understanding the significance of places is vital
- Significant places should be managed to sustain their values
- Decisions about change must be reasonable, transparent, and consistent
- Documenting and learning from decisions is essential.³

2.5 The significance of places is the key element which underpins the conservation and enhancement of the historic environment. Significance is a collective term for the sum of all the heritage values attached to a place, be it a building an archaeological site or a larger historic area such as a whole village or landscape.

Natural England and the Environment Agency

Document title	Year of publication
UK Climate Change Risk Assessment	2022
Net Zero Strategy: Build Back Greener	2021
Environment Act	2021
National Model Design Code	2021
Changes to the Habitats Regulations 2017	2021
The National Design Guide	2019
A Green Future: Our 25 Year Plan to Improve the Environment	2018
Space for people: Targeting action for woodland access	2017
Natural England's Green Infrastructure Guidance	2009
The Water Environment (Water Framework Directive) (England and Wales) Regulations	2017
Flood and Water Management Act 2010	2010
Climate Change Act 2008	2008

2.6 The interests of Natural England and the Environment Agency span a range of SEA themes, including landscape, biodiversity, land, soil, and water resources (including waste), community wellbeing, and climate change and flood risk. Key documents which link to these interests are outlined above.

³ Historic England: Conservation Principles, Policies and Guidance

Other national strategies

Document title	Year of publication
Decarbonising Transport: A Better, Greener Britain	2021
National Infrastructure Assessment	2021
Waste Management Plan for England	2021
Blueprint for a resilient economy	2020
National Infrastructure Strategy	2020
Health Equity in England: The Marmot Review 10 Years On	2020
The UK Sixth Carbon Budget	2020
The Clean Air Strategy	2019
Future of Mobility: Urban Strategy	2019
Healthy High Streets	2018
The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting	2018
The Clean Growth Strategy	2017
UK plan for tackling roadside nitrogen dioxide concentrations	2017

Future baseline

- 2.7 In the context of SEA, there is a need to consider the future baseline. The future baseline is the expected continuation and/ or evolution of aspects of the baseline, based on what we know today. The future baseline is inevitably uncertain and predicted.
- 2.8 In the future, development (housing, employment, and wider infrastructure) will continue to come forward without a neighbourhood plan. Either allocated through the Local Plan or speculatively through the planning system. In this respect a 'business as usual' approach means that development in line with Local Plan policies and the NPPF is likely to continue as a natural evolution of the baseline.
- 2.9 In accepting a 'business as usual' approach, we also accept that increases in absolute carbon emissions are likely to continue (in the absence of strategic, including global, action). A focus is therefore paid to per capita emissions, whereby planning can influence root behaviours and support lifestyle changes which have a recognisable and measurable localised impact.
- 2.10 It is assumed that development would be delivered alongside suitable, and widely accepted, mitigation in line with Local Plan and national policies. This would include sustainable drainage systems, efficiency standards, sequential and exception testing etc. This is of particular relevance to the Pillning & Severn Beach neighbourhood area, reflecting the flood risk present. To date commercial development has been permitted without mitigation for the increased tidal flood risk created elsewhere, and therefore this will be a key consideration for the emerging Neighbourhood Plan.
- 2.11 Additionally, and more recently, it is recognised that a biodiversity net gain standard (10%) is being embedded in development standards nationally.

- 2.12 It is also recognised that assets are afforded a level of protection, according to their significance, through the planning system (with internationally and nationally designated features afforded greater weight in planning decisions). It is assumed that existing national and local planning and policy protections will remain in the future, as a key consideration for the development management process.
- 2.13 These assumptions will be considered throughout the assessment process, whilst recognising that uncertainty remains, and a precautionary principle will still be required.

3.1 This section seeks to summarise any air pollution issues, in particular; exceedances in air pollution objectives/ declared Air Quality Management Areas (AQMAs) and air quality issues associated with the main road network.

Figure 3.1 shows the strategic road network present within and surrounding the Neighbourhood Area.

Pilning & Severn Beach Neighbourhood Plan Air Quality

Pilning and Severn Beach
 Strategic Roads
 Motorway
 Primary/ A Road

South Gloucestershire

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Key statistics

Figure 3.2: Resident Survey findings, 2021⁴



- Inadequate parking was identified for both primary schools and there were safety concerns in regard to the parking in Redwick Road by the traffic lights. Visitor parking in Severn Beach is also a key issue, particularly New Passage and parking for the railway station in Severn Beach
- The biggest traffic concerns raised by residents relate to through traffic, traffic speeds, and traffic volume. Notably traffic, including HGVs, are passing through Pillning on the B4055 and B4064 at all hours. Traffic has increased dramatically throughout the parish (particularly noted in Pillning) with a particularly heavy burden of HGVs on the A403.

Key evidence sources

3.2 Evidence sources which have informed the development of key issues include:

- [Defra – South Gloucestershire Air Information Resource](#)
- [South Gloucestershire Live - Air Quality](#)
- [South Gloucestershire Council:](#)
 - [Local air quality management](#)
 - [Air quality dashboard](#)
 - [Annual status report, 2020](#)
 - [Public air quality portal](#)

⁴ The survey yielded a return rate of 27%, which is considered to be good for this type of questionnaire

Policy context

Table 2.1: Additional plans and policies relating to air quality

Document title	Year of publication
Gloucestershire Air Quality and Health Strategy	2020
South Gloucestershire Joint Health and Wellbeing Strategy, 2017-2021	2017
Draft Strategic Infrastructure-led masterplan for Severnside to 2050	2022

Commentary

- 3.3 The are no AQMAs present within the NA, the closest being approximately 9km away. Exceedances in air pollution objectives are found within larger towns and cities surrounding the Neighbourhood Area (Chepstow and Bristol)⁵. The residents of Pilning & Severn Beach are likely to rely on these larger towns to some degree to access a wider range of goods, services, and employment opportunities. No exceedances have been recorded within the Neighbourhood Area; however the NP Residents Survey did highlight air pollution as a concern.
- 3.4 The draft Strategic Infrastructure-led Masterplan for Severnside recommends supporting the completion of the M49 link road which extends through the centre of the NA in order to provide improvements to road infrastructure, traffic and pollution.
- 3.5 In terms of local air quality monitoring, notably there was previously an air quality monitor at Pilning Village Hall. The monitor was removed due to inaccurate results being recorded due to the passing diesel trains. While the use of electric trains has increased, much of the passing freight remains diesel, and the trains to Severn Beach are diesel-electric.
- 3.6 The 2020 Annual Status report and the measurements near the A403/Redwick Road intersection recorded NO_x levels of approx. 35 in Jan, when the mean objective is 40 µg/m³.

Key issues

- 3.7 As a result of large commercial developments within the Neighbourhood Area, traffic (including HGVs) has increased considerably, which may negatively impact air quality. Notably this includes increased dust and particulate matter (PM) levels due to raising ground levels. Development on the site formally owned by ICI Chemical Works for industrial uses is dominating the area south of Severn Beach and east of Severn Road.
- 3.8 Congestion is an increasing issue locally, particularly noted in Pilning at peak times, and due to a heavy burden of HGVs on the A403. Additionally passing diesel/ hybrid trains have the potential to increase pollution in the NA to an extent. However, with no exceedances recorded within the Neighbourhood Area, and recognising that congestion concerns are to be addressed through the transport SEA theme, air quality is SCOPED OUT.

⁵ DFRA (2022) AQMA Map Available at: [AQMAs interactive map \(defra.gov.uk\)](https://defra.gov.uk/aqmas)

4. Biodiversity

4.1 This section seeks to summarise nature conservation designations, habitats, and species within and surrounding the Neighbourhood Area.

Maps

Figure 4.1 shows the internationally designated biodiversity sites present within and surrounding the Neighbourhood Area.

Figure 4.1: Internationally designated biodiversity sites

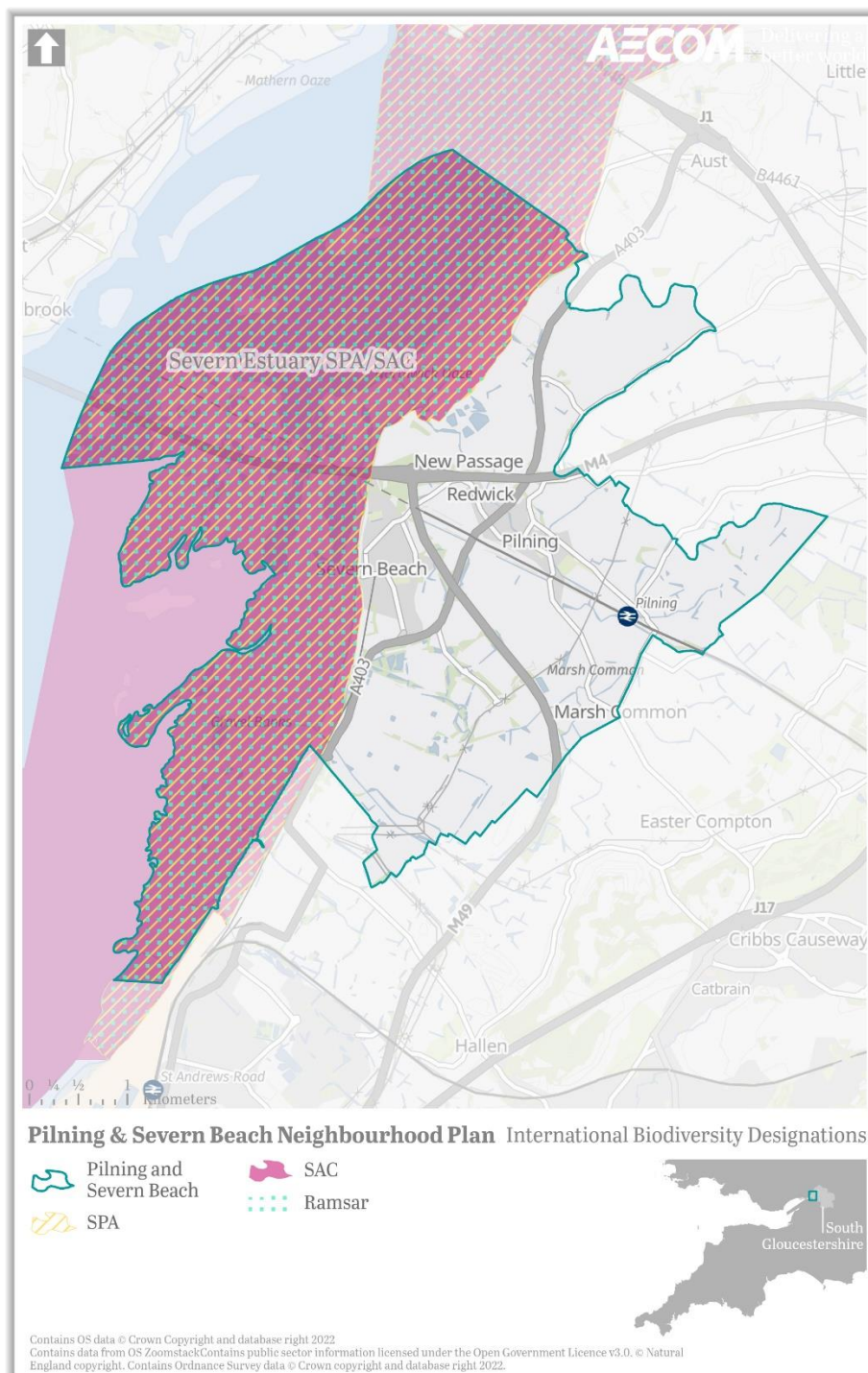


Figure 4.2 shows the nationally designated biodiversity sites present within and surrounding the Neighbourhood Area.

Figure 4.2: Sites of Special Scientific Interest (SSSIs) (nationally protected)

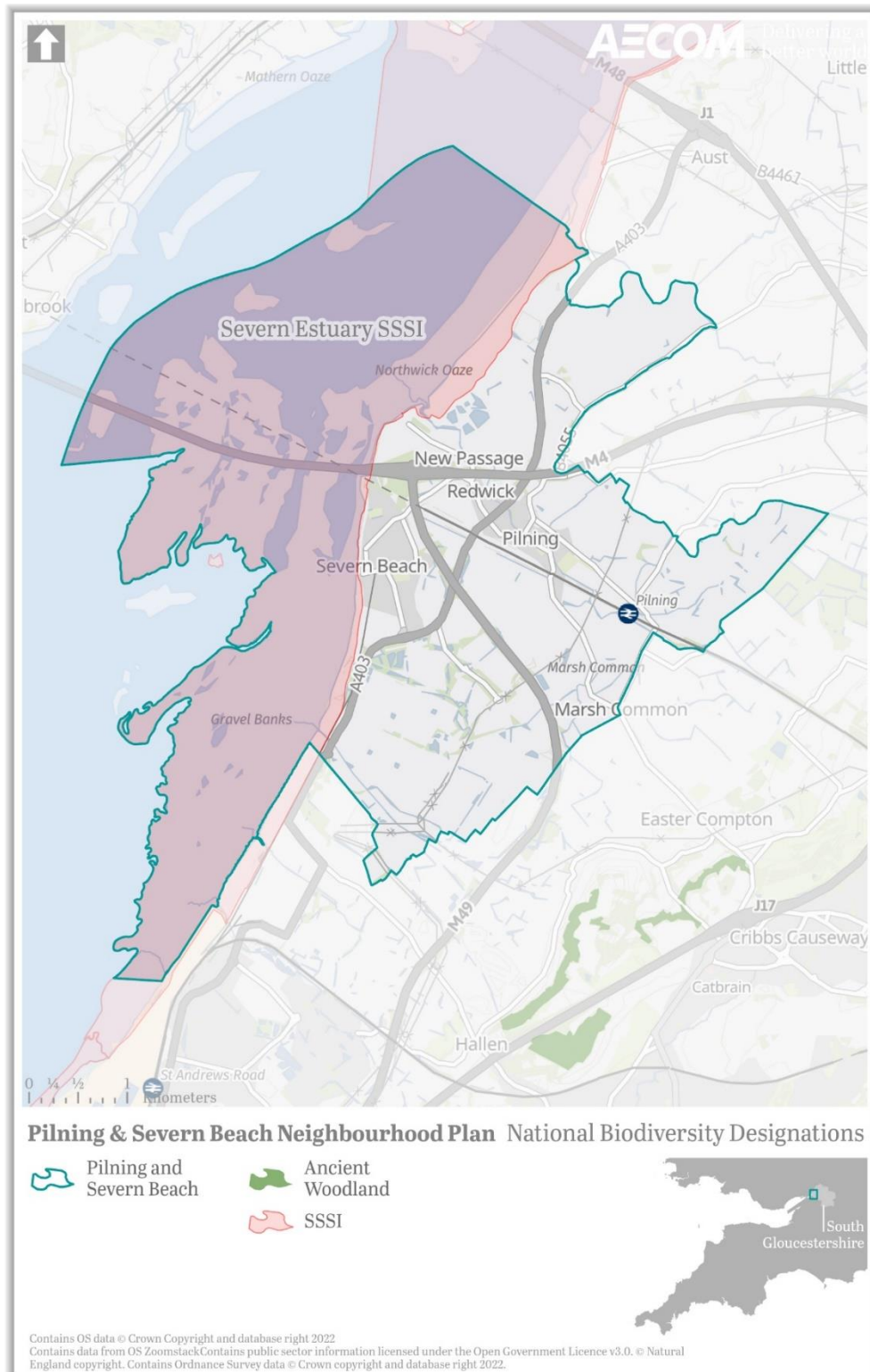


Figure 4.3 shows priority habitats present within and surrounding the Neighbourhood Area.

Figure 4.3: Priority habitats

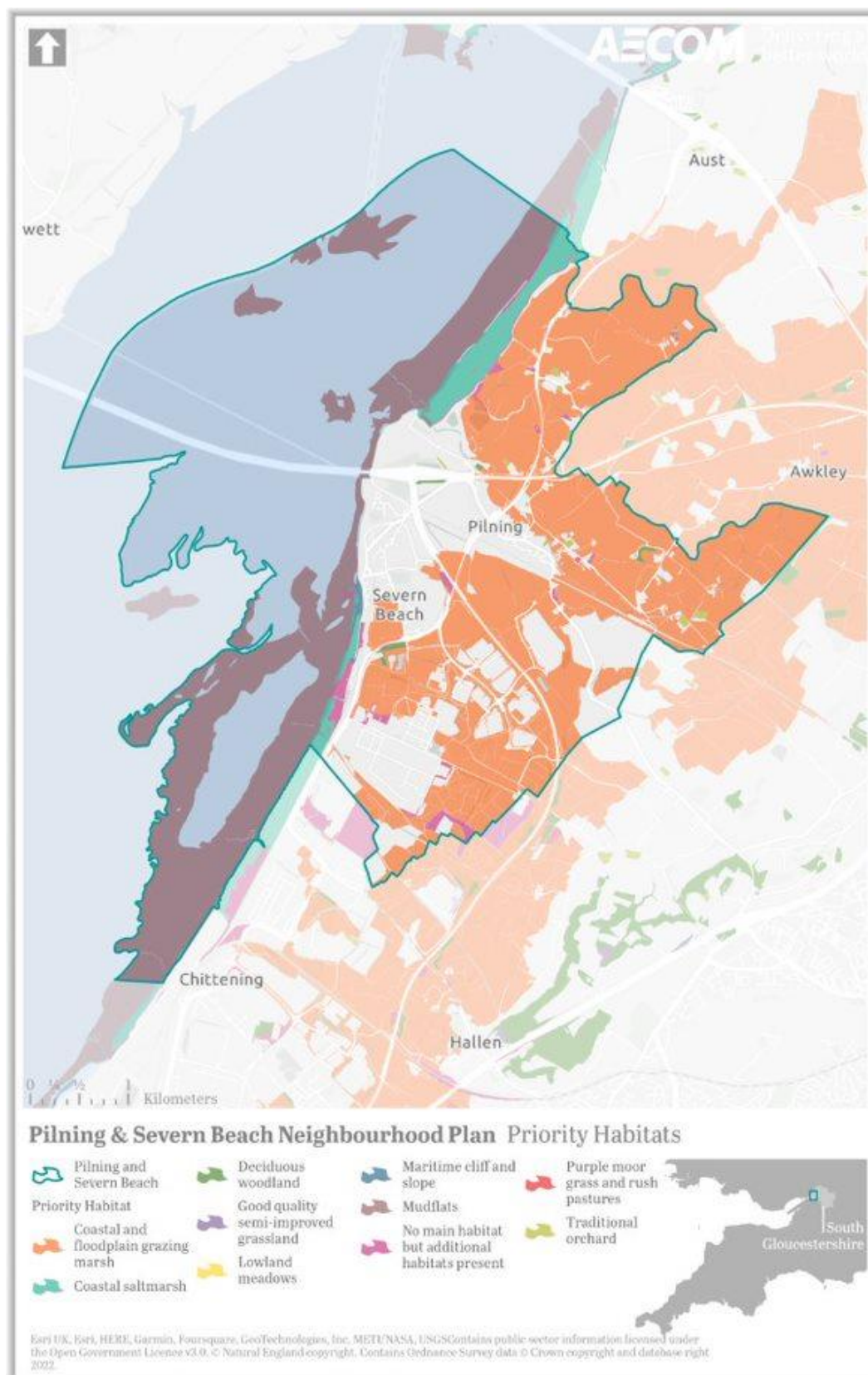
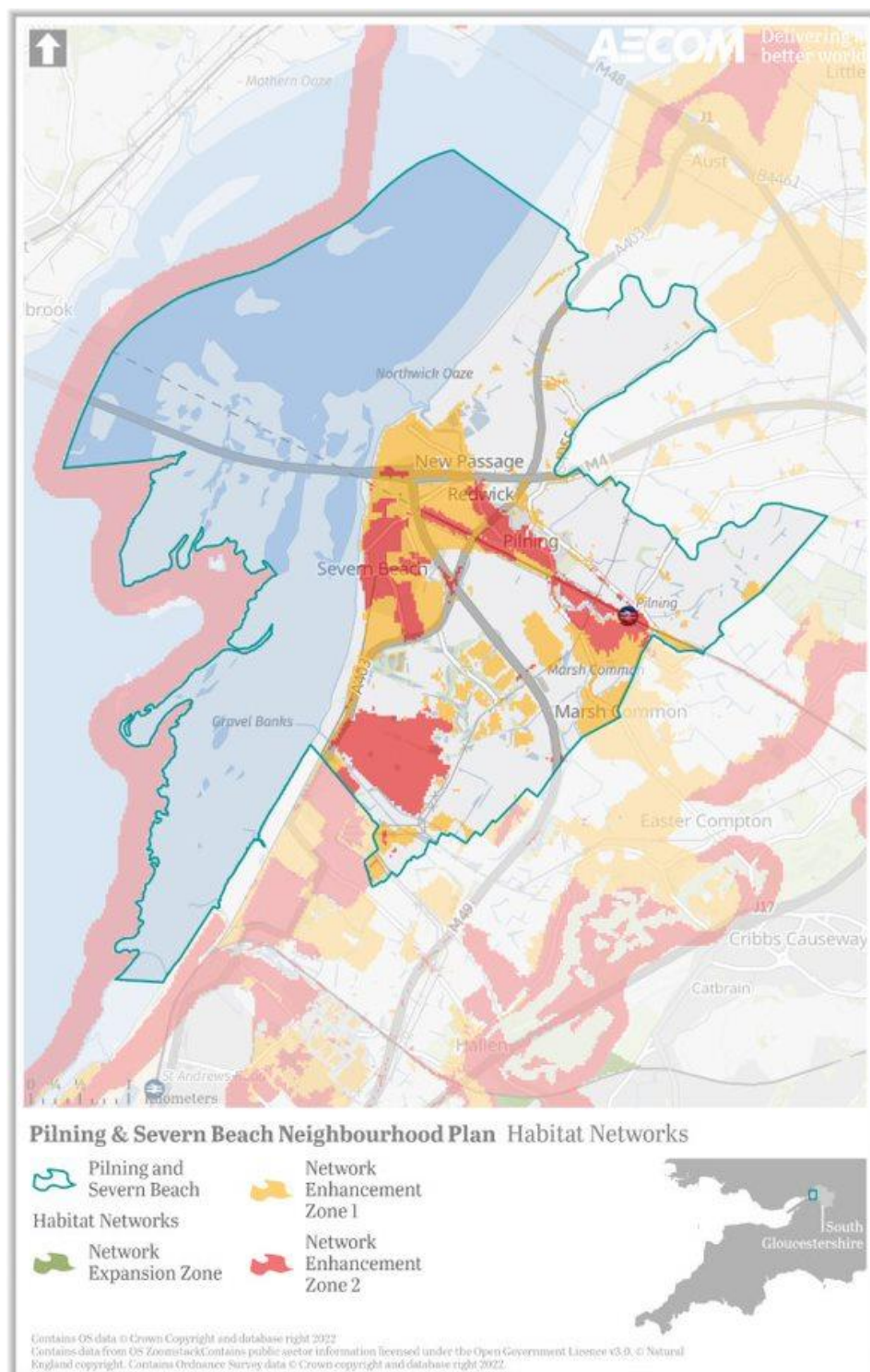


Figure 4.4 shows areas of the national habitat network present within and surrounding the Neighbourhood Area.

Figure 4.4: National Habitat Network



Key statistics

Figure 4.5: Severn Estuary Designations



- The Severn Estuary, to the west of the NA, is designated as a Ramsar, SAC, SPA (Marine Components GB) and SSSI which is 92.7% favourable; 0.1% unfavourable recovering; 5.5% unfavourable no change; and 1.7% unfavourable declining.
- Cattybrook Brickpit SSSI is 1.7km southeast of the NA boundary and is 100% favourable.

Key evidence sources

4.2 Evidence sources which have informed the development of key issues include:

- [DEFRA's Magic Map](#)
- [South Gloucestershire – Natural environment](#)
- [South Gloucestershire – Protected species](#)
- [South Gloucestershire – Local biodiversity](#)
- [Natural England – Protected sites and species](#)
- [Natural England – Wildlife and habitat conservation](#)
- [South Gloucestershire Council – Local Biodiversity](#)

Policy context

Table 4.1: Additional plans and policies relating to biodiversity

Document title	Year of publication
South Gloucestershire Biodiversity Action Plan (2016-2026)	2016
Pillning & Severn Beach Parish Biodiversity Action Plan	2006
South Gloucestershire Core Strategy Habitats Regulations Assessment	2011
Green Infrastructure Strategy – summary	2020
South Gloucestershire Green Infrastructure and Nature Recovery Action Plan	2021
South Gloucestershire Local Plan – Core Strategy 2006 -2027	2006
Draft Strategic Infrastructure-led masterplan for Severnside to 2050	2022

Commentary

- 4.3 The Severn Estuary (SAC, SPA and Ramsar) internationally designated site is located in the west of the NA. Potential impact pathways will be informed by a separate Habitat Regulations Assessment (HRA) process.
- 4.4 The Severn Estuary SSSI in the neighbourhood area is generally of good status or improving though there exist unfavourable areas in decline. There are also a range of priority habitats, including Coastal and Floodplain Grazing Marsh towards Pilning and Intertidal Mudflats, in addition to small segments of Wet Woodland in the east of the NA.

Key issues

- 4.5 Existing ecological connections are predominantly found in the east of the NA towards the Severn Estuary. There will be a need to consider avoidance and mitigation for development in this part of the neighbourhood area, and there is also the potential to focus biodiversity gains in this area too as a recognised enhancement zone. Consideration will be given to the findings of the Habitats Regulations Assessment (HRA) at a later stage of plan making.
- 4.6 In particular Network Enhancement Zones 1 are prevalent in the north of the NA around New Passage, with Network Enhancement Zones 2 extending throughout the settlements of Pilning and Severn Beach and large sections of the south of the NA. These Network Enhancement Zones represent land connecting existing patches of primary and associated habitats which is likely to be suitable for creation of the primary habitat.

SEA objective

- 4.7 Considering the key issues discussed above it is proposed that the SEA should include the following objective:

SEA theme	SEA objective
Biodiversity	Protect and enhance biodiversity and geodiversity.

- 4.8 Supporting assessment questions include (will the option / proposal...):
- Protect and enhance internationally, nationally, and locally designated sites, including supporting habitats and mobile species that are important to the integrity of these sites including SACs, SPAs, and RAMSAR?
 - Protect and enhance semi-natural habitats as well as priority habitats and species, including ancient woodland?
 - Achieve biodiversity and environmental net gains and support the delivery of ecosystem services such as the protection of Network Enhancement Zones and provision of multifunctional green infrastructure networks?
 - Increase the resilience of biodiversity in the area to the effects of climate change, including through enhancements to ecological networks?
 - Support access to, interpretation and understanding of biodiversity and geodiversity?

5. Climate change and flood risk

5.1 This section seeks to summarise existing and future flood risk and the wider impacts of climate change, activities in the district which contribute to climate change, and measures to mitigate the effects of climate change and increase resilience.

Maps

Figure 5.1 shows fluvial flood risk present within and surrounding the Neighbourhood Area.

Figure 5.1: Fluvial flood risk

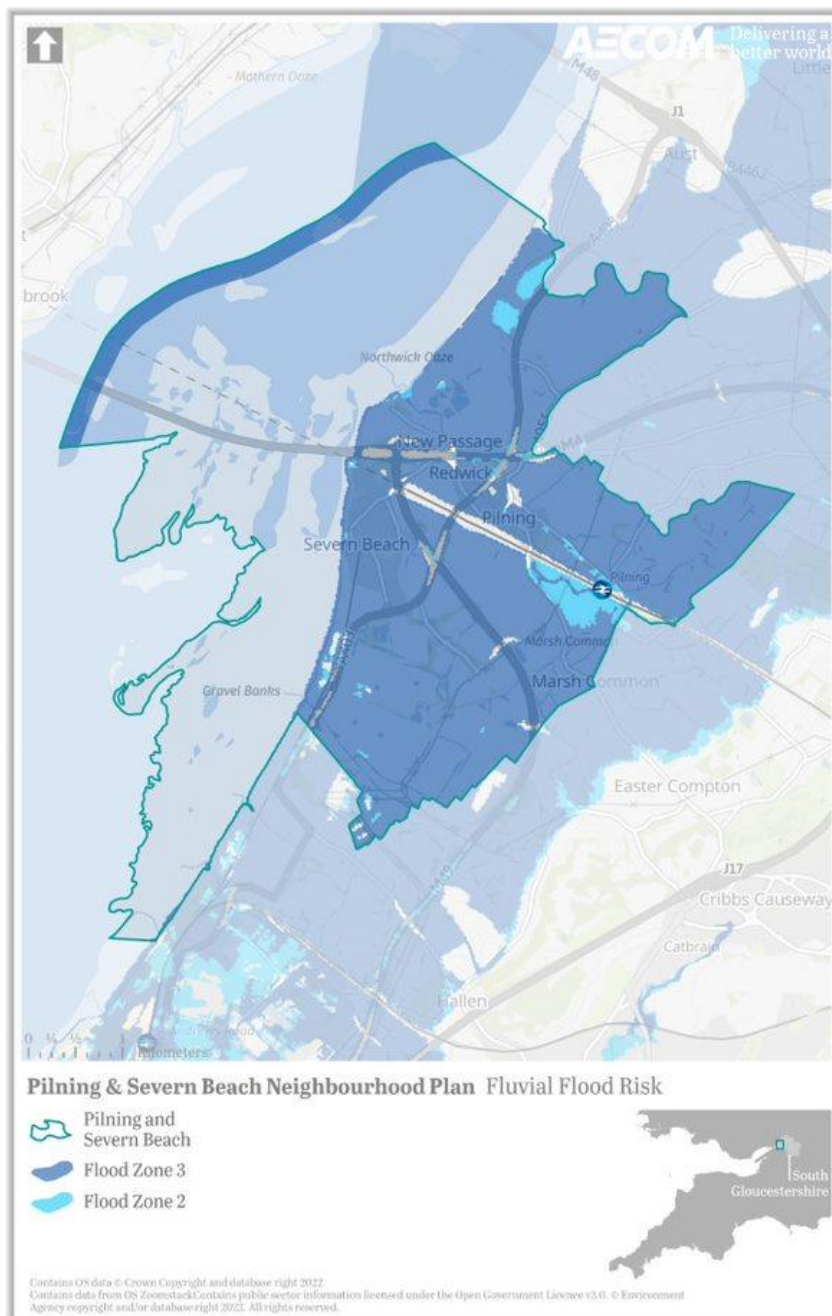


Figure 5.2 shows surface water flood risk present within and surrounding the Neighbourhood Area.

Figure 5.2: Surface water flood risk

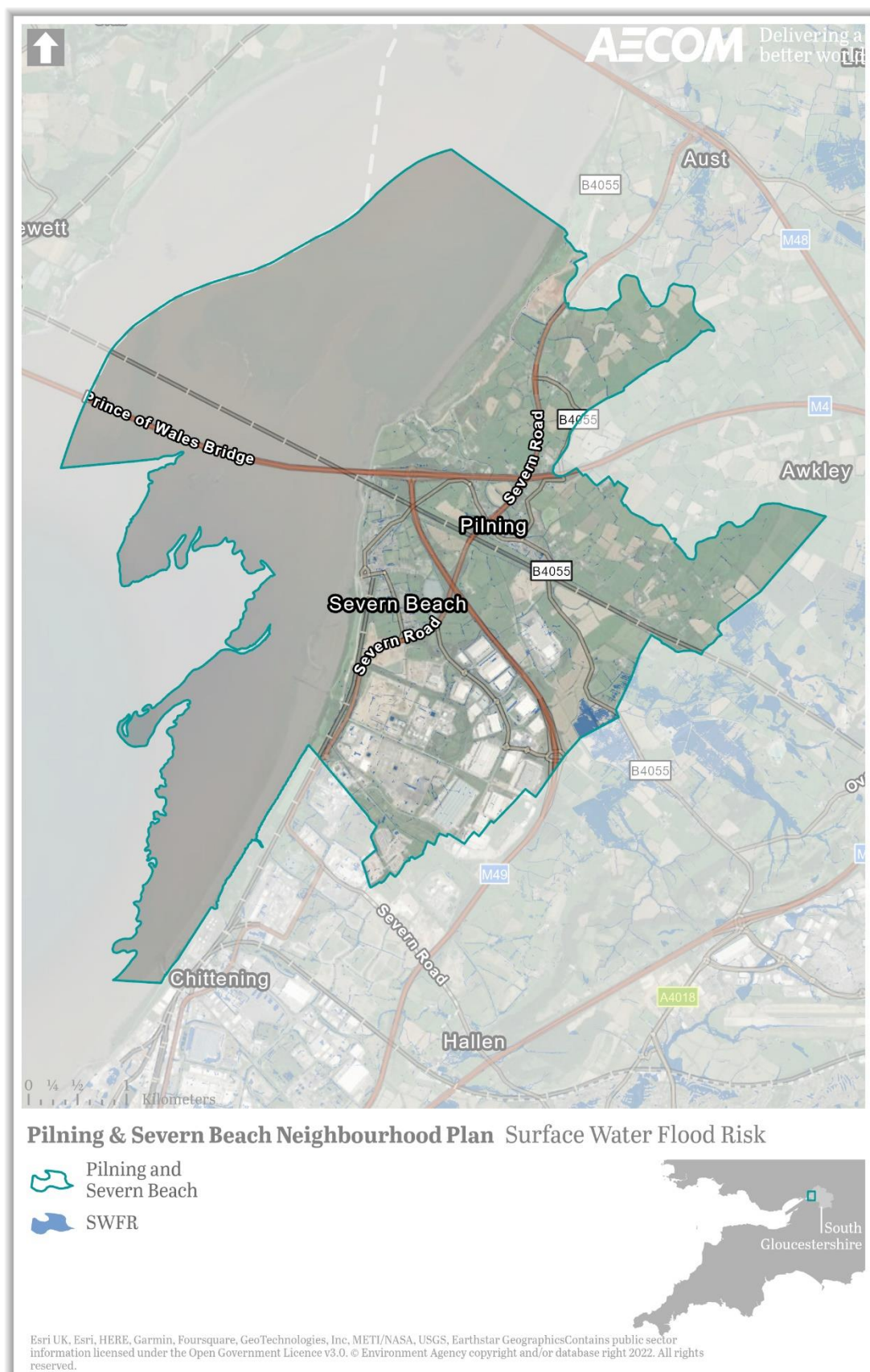


Figure 5.3 shows domestic gas consumption within and surrounding the Neighbourhood Area. It is noted that the figure shows consumption within the estuary. This reflects the data which provides averages by statistical output areas, including the entirety of the parish boundary. It would not be appropriate to alter the data's statistical boundaries.

Figure 5.3: Domestic gas consumption (2020)

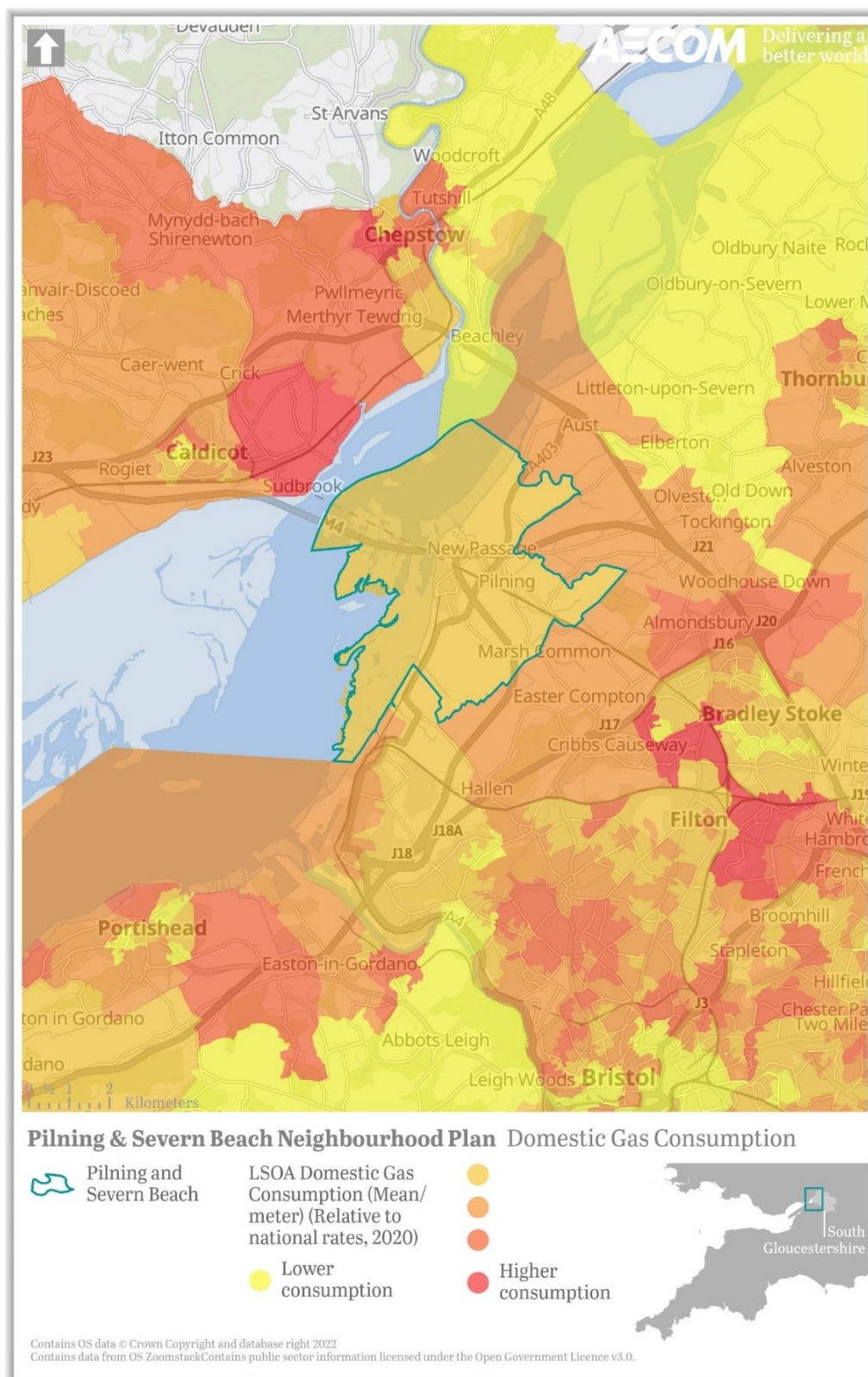
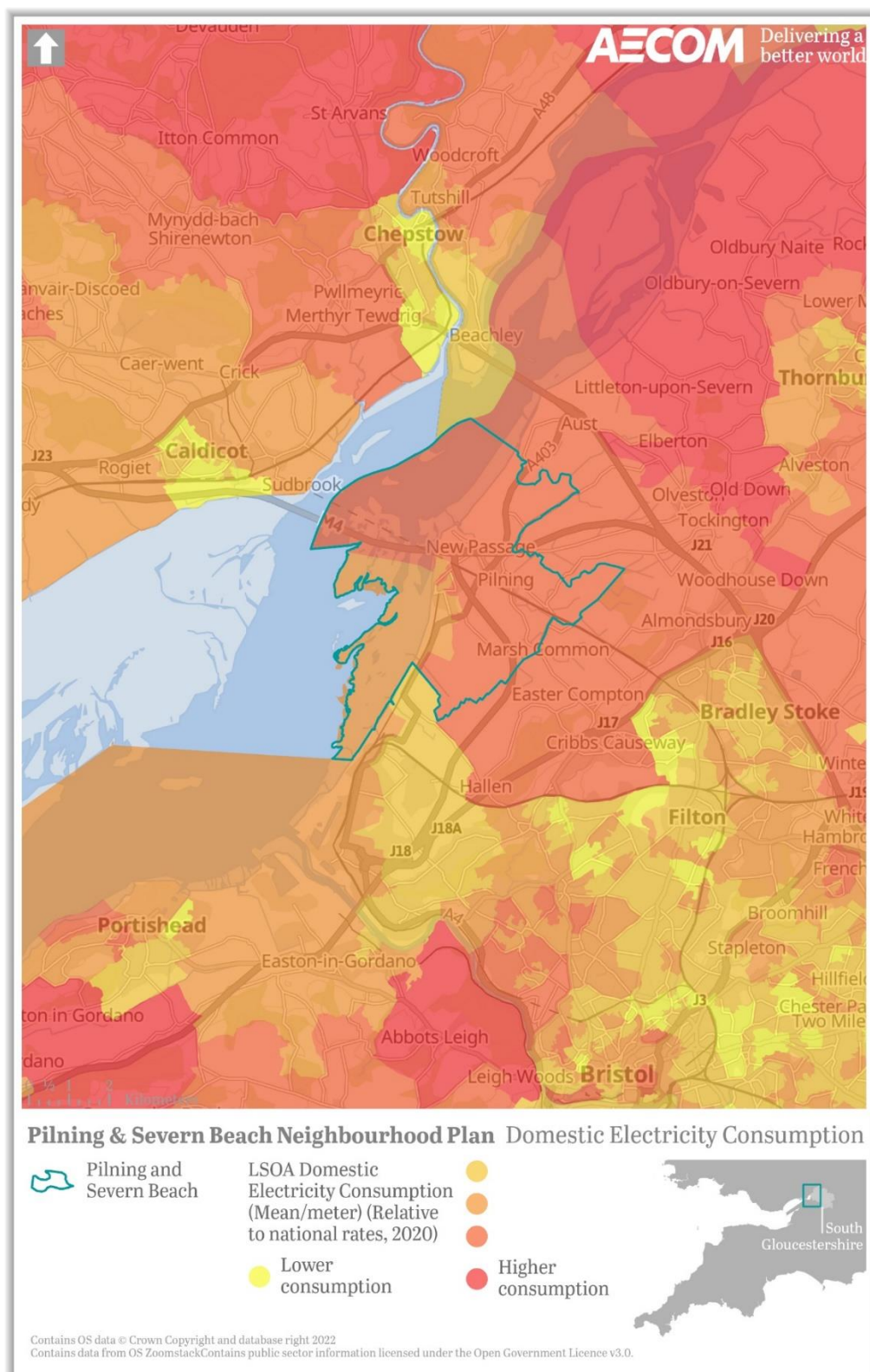
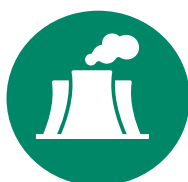


Figure 5.3 shows domestic gas consumption within and surrounding the Neighbourhood Area. It is noted that the figure shows consumption within the estuary. This reflects the data which provides averages by statistical output areas, including the entirety of the parish boundary. It would not be appropriate to alter the data's statistical boundaries.

Figure 5.4: Domestic electricity consumption (2020)



Key statistics



- South Gloucestershire emits more CO₂ emissions per capita when compared to the Southwest region, and England as a whole.
- The proportion of local energy demand met by renewable energy generated locally was 4% in South Gloucestershire in 2019.

Figure 5.5: CO₂ emissions in kilotons per year for each sector in the Southwest region (2005-2019)

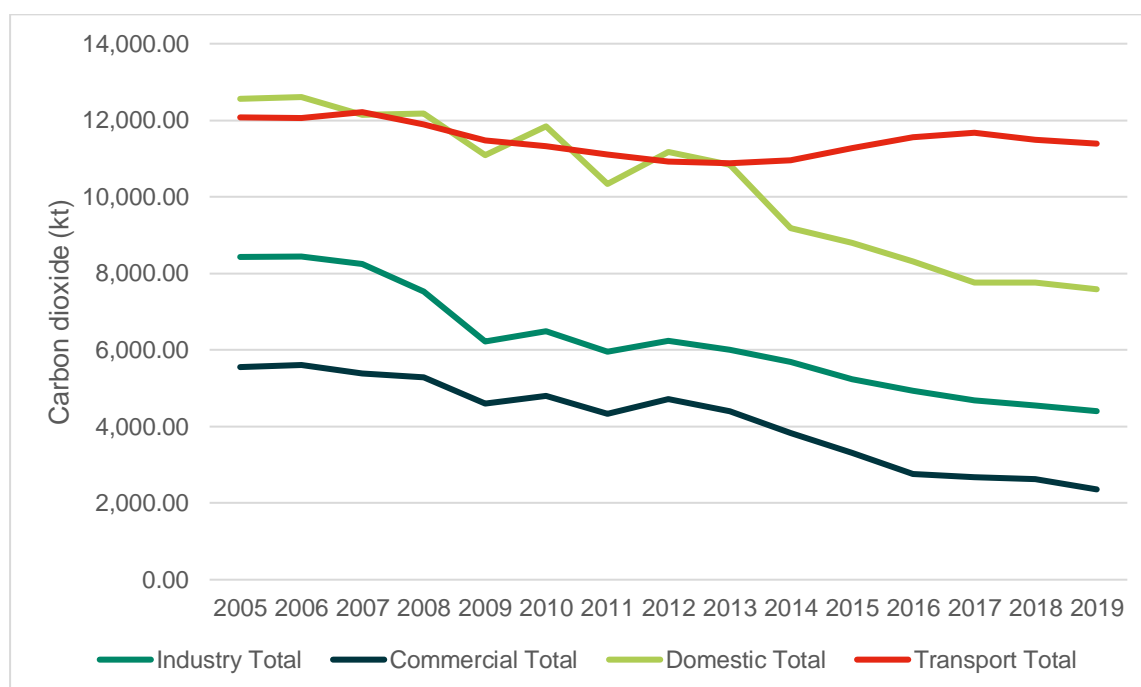


Figure 5.6: CO₂ emissions in kilotons per year for each sector in South Gloucestershire (2005-2019)

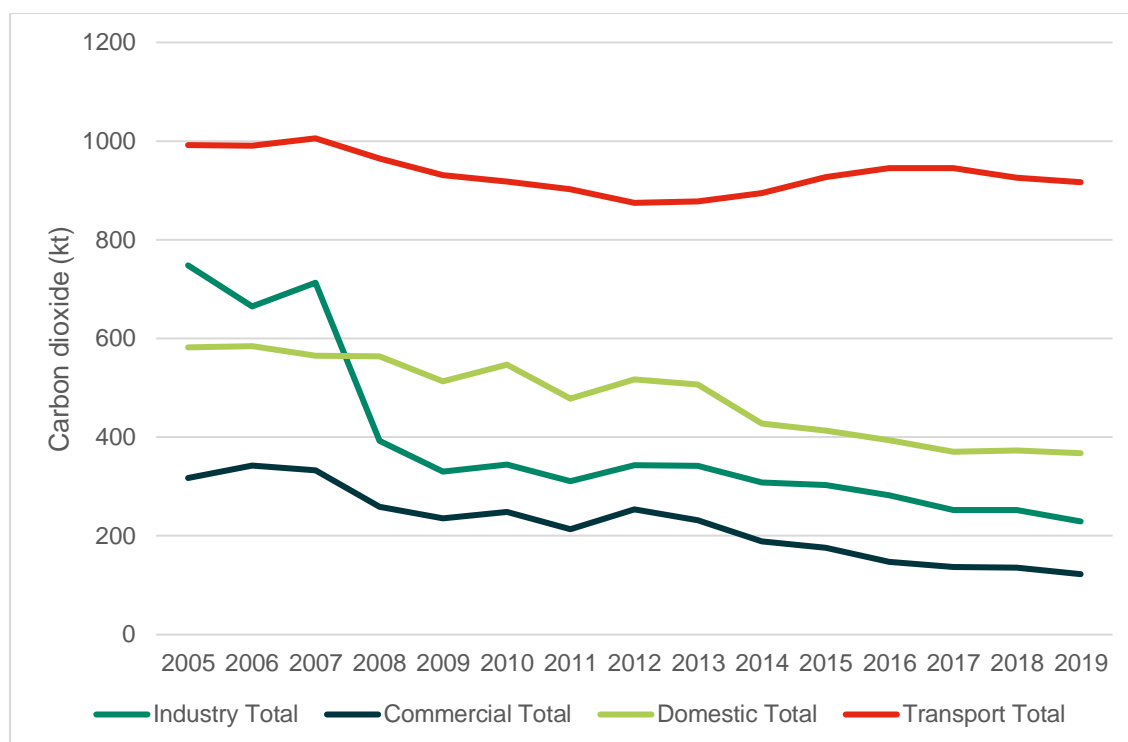


Figure 5.7: CO₂ emissions per capita (in tons) for South Gloucestershire, the Southwest region, and England as a whole (2005-2019)

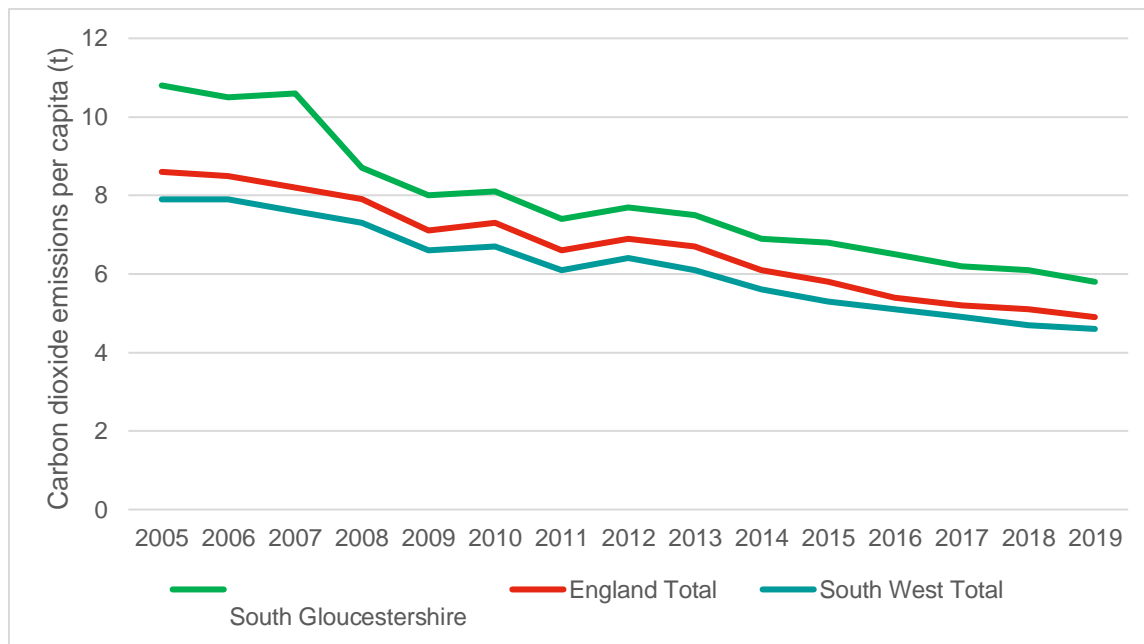


Table 5.1: Average changes in climate variables during winter and summer periods for the Southwest region under the ‘business as usual’ climate model

	Mean Average Air Temperature (°C)		Mean Precipitation Rate (mm/day)		Mean Relative Humidity (%)	
	Winter	Summer	Winter	Summer	Winter	Summer
1981-2000	5.05	15.14	4.11	2.07	87.10	77.55
2021-2040	6.23	17.25	4.32	1.72	86.78	74.14
2061-2080	8.00	20.21	4.97	1.21	86.43	69.58

5.2 The above table indicates:

- There could be 2.95°C increase in winter mean average air temperature, and a 5.07°C increase in summer mean average air temperature.
- There could be a 0.86mm/day increase in winter mean precipitation rate, and a 0.86mm/day decrease in summer mean precipitation rate.
- There could be a 0.67% decrease in winter relative humidity, and a 7.97% decrease in summer relative humidity.

Figure 5.8: The change in mean air temperature (°C) for winter and summer seasons in the Southwest region (1980s-2070s)

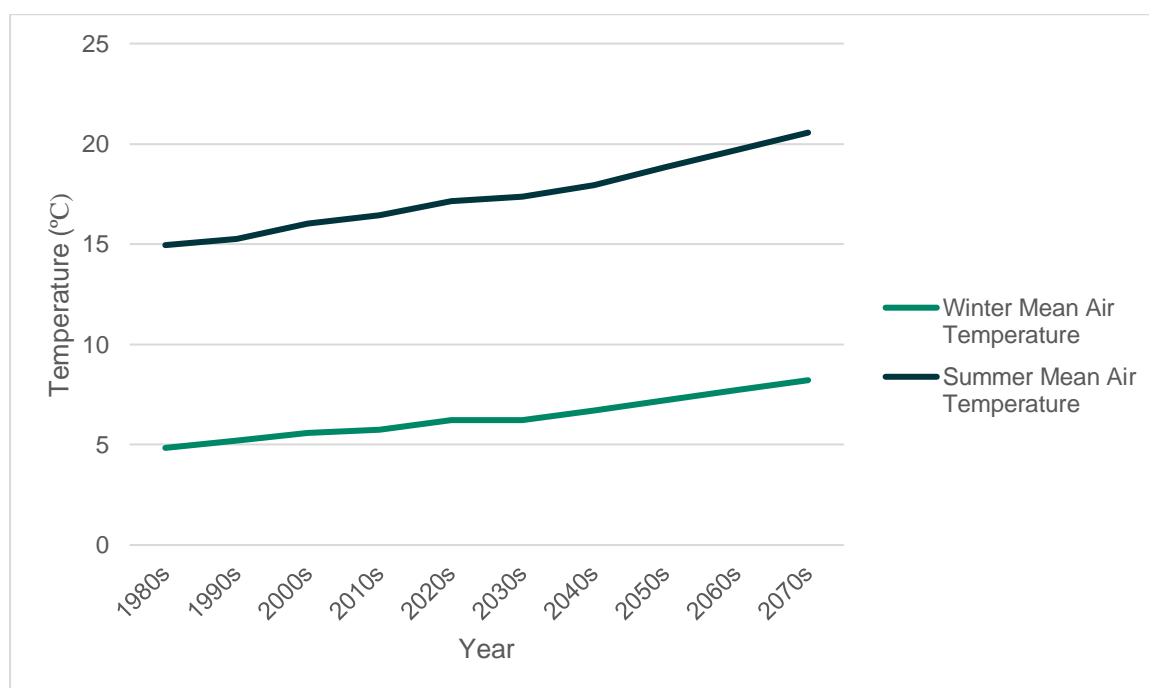
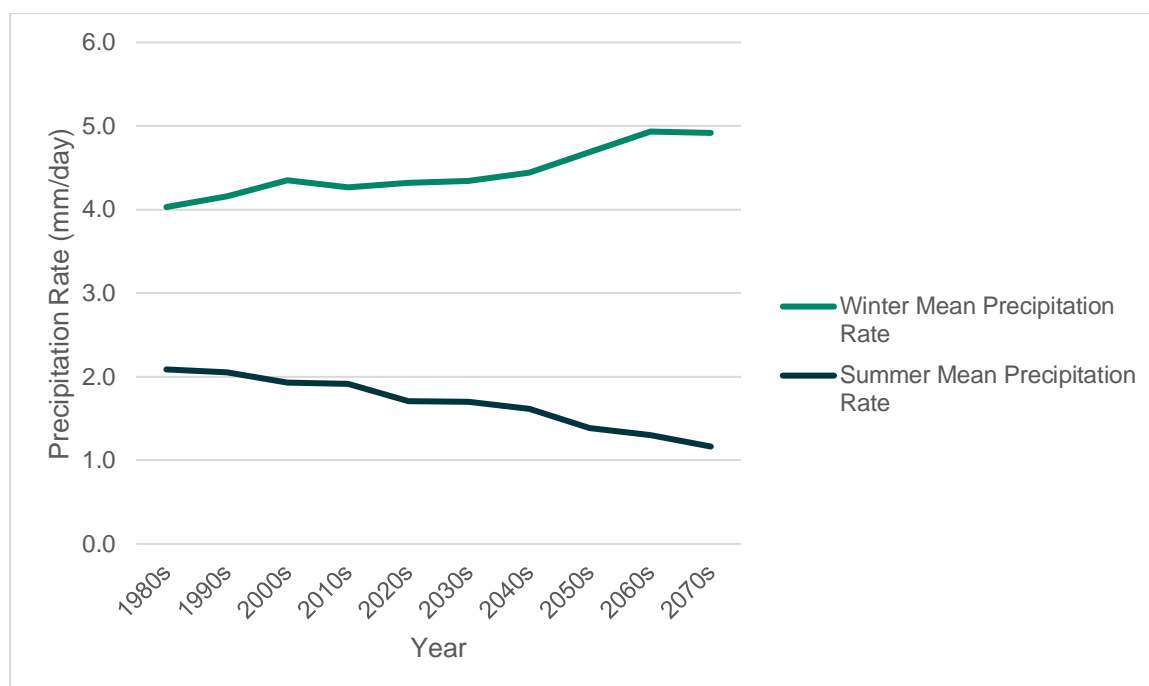


Figure 5.9: The change in mean precipitation rate (mm/day) for winter and summer months in the Southwest region (1980s-2070s)



Key evidence sources

5.3 Evidence sources which have informed the development of key issues include:

- [South Gloucestershire Climate Emergency](#)
- [South Gloucestershire Council - The Big Switch for climate and nature](#)
- [South Gloucestershire Council - Climate Action Plan Explorer](#)
- [South Gloucestershire's 2022 Net Zero Dashboard](#)
- [UK Climate Projections \(UKCP\)](#)
- [UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2018](#)
- [Check the long-term flood risk for an area in England](#)
- [Local Government Association – Southglos Co-developing a Carbon Communication Toolkit](#)
- [Environment Agency's Flood risk information for planning in England](#)
- [ASEA Ecology Mitigation and Flood Defence Project](#)

Policy context

Table 5.2: Additional plans and policies relating to climate change and flood risk

Document title	Year of publication
South Gloucestershire Climate-Change-Strategy-2018-2023	2018
South Gloucestershire Annual Report & Climate Action Plan	2021
South Gloucestershire Flood Risk Management Strategy 2022-2027	2022
Green Infrastructure Strategy – summary	2020
Draft Strategic Infrastructure-led masterplan for Severnside to 2050	2022
South Gloucestershire Local Plan – Core Strategy 2006 -2027	2006

Commentary

- 5.4 South Gloucestershire Council declared a climate emergency in July 2019, pledging to lead South Gloucestershire to become carbon neutral by 2030. In South Gloucestershire, according to data from 2018, the transport sector is the biggest contributor to CO₂ emissions. Notably, in 2005-2008, the industry sector was the biggest contributor to CO₂ emissions, which have decreased significantly during the period 2007 to 2019.
- 5.5 Nevertheless, emissions have decreased in line with these three regions during the period 2005 to 2019. The proportion of Domestic electricity consumption against other sectors in South Gloucestershire is considerably lower in South Gloucestershire compared to the Southwest region as highlighted in **Figure 5.4**.

Flood Risk

- 5.6 Due to its close proximity to the Severn Estuary, the majority of the NA is constrained by Flood Zone 3. Small sections of Flood Zone 1 and 2 are exhibited towards Pilning train station. Surface water flood risk throughout the NA is much more limited, with very small areas at medium-high risk of surface water flooding scattered throughout the NP area, within both Severn Beach and Pilning.
- 5.7 The NA also encompasses ‘areas benefitting from flood defences’ with stretches of flood defences strategically located along the west of the parish. The Avonmouth & Severnside Enterprise Area (ASEA) Ecology Mitigation and Flood Defence Project is the biggest scheme of its kind in the Southwest region. The £80M project stretches 17km along the coast of the Severn Estuary and is a partnership between South Gloucestershire Council, Bristol City Council and the Environment Agency.

Key issues

- 5.8 CO₂ emissions associated with transport remain high in South Gloucestershire, highlighting the importance of the delivery of sustainable transport infrastructure. While the PSBNP is limited in the extent to which it can deliver

transport improvements; the PSBNP can utilise opportunities to strengthen active travel routes, support active travel uptake and increase self-containment.

- 5.9 As with much of the country, extreme heat events are likely to occur more frequently in the future. In addition to this, drought is likely to become an increasing issue in summer, whilst surface water/ groundwater flooding is likely to increase during winter months. In this respect, climate change resilience should form an integral part of the PSBNP policy framework.
- 5.10 The NA is a complex location, which is part of the Severn Estuary Coastal Zone of South Gloucestershire; an environmentally significant area including the estuary itself, the adjoining low-lying land, and a number of watercourses draining into the estuary. There is a need to consider flood risk, avoiding vulnerable development in areas of high fluvial flood risk, and managing, and where possible, improving drainage rates.
- 5.11 Due to the NA's coastal location, there is significant risk of flooding, and the ASEA Ecology Mitigation and Flood Defence Scheme is key to managing and reducing future flood risk. There is on-going work to raise sea defences and the Environment Agency are now working on the re-evaluation of flood risk. This will likely inform the Neighbourhood Plan, emerging Local Plan and/ or a separate process.

SEA objective

5.12 Based on the key issues discussed above, it is proposed that the SEA should include the following objectives:

SEA theme	SEA objective
Climate change and flood risk	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change, including flooding.

5.13 Supporting assessment questions include (will the option / proposal...):

- Reduce the number of journeys made and reduce the need to travel?
- Promote the use of more sustainable modes of transport, including walking, cycling, public transport, and EV infrastructure?
- Increase the number of new developments meeting or exceeding sustainable design criteria?
- Generate energy from low or zero carbon sources, or reduce energy consumption from non-renewable resources?
- Ensure that development considers the higher risk of flooding in the NA area, including supporting opportunities for the provision of flood defences?
- Utilise opportunities to improve and extend green infrastructure networks in the neighbourhood area?
- Sustainably manage water run-off, reducing runoff where possible?
- Prohibit landraising for low vulnerability development (as landraising increases flood risk to existing and new communities)?
- Increase the resilience of biodiversity in the area to the effects of climate change, including through enhancements to ecological networks?

6. Community wellbeing

6.1 This section seeks to summarise population and age structures, deprivation issues, housing mix and affordability, community assets and infrastructure, and influences on health and wellbeing in the Neighbourhood Area.

Maps

Figure 6.1 shows the green space present within the Neighbourhood Area.

Figure 6.1: Green space in Pilning & Severn beach

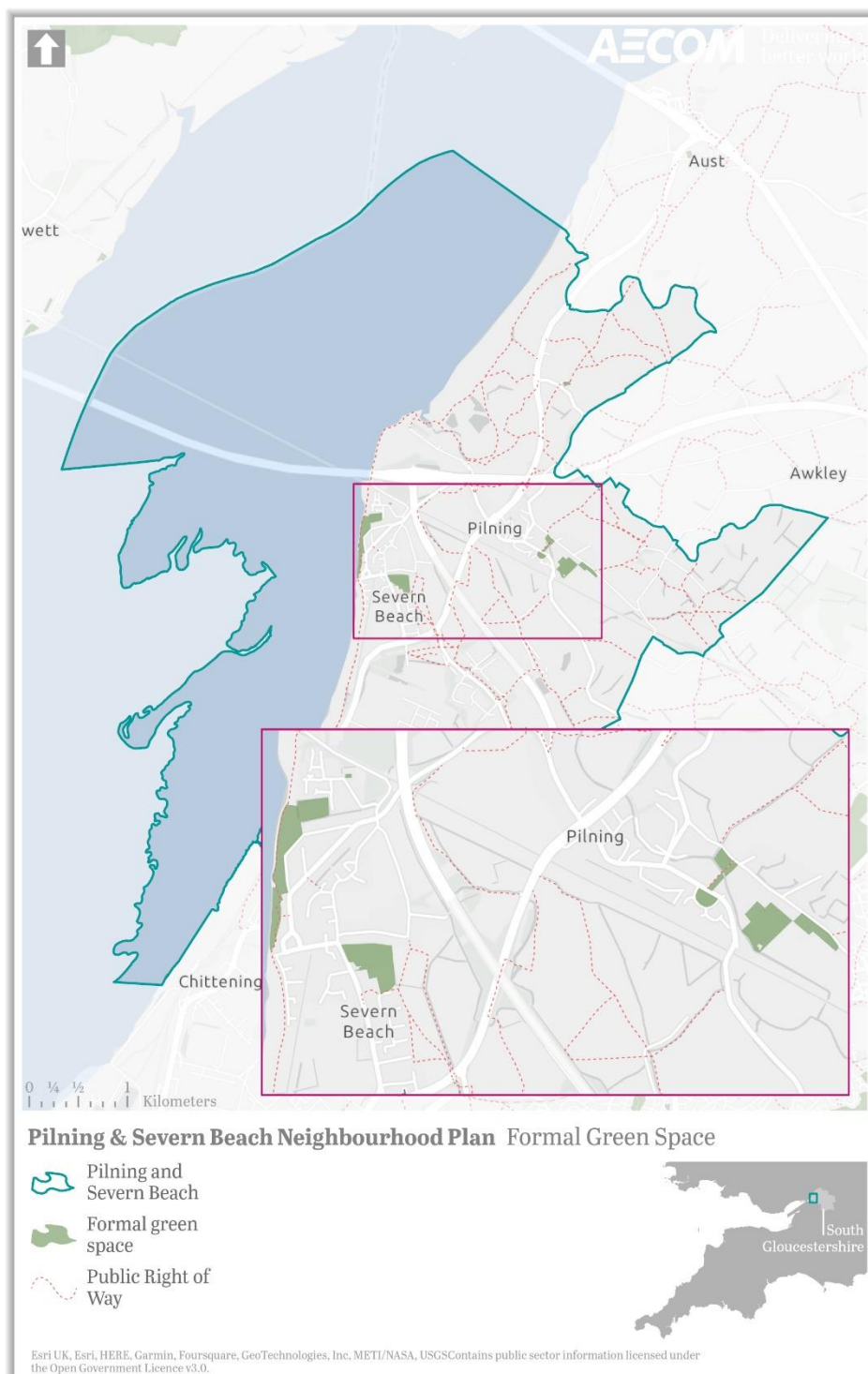


Figure 6.2 shows the location of designated Green Belt in the context of the Neighbourhood Area.

Figure 6.2: Designated Green Belt land

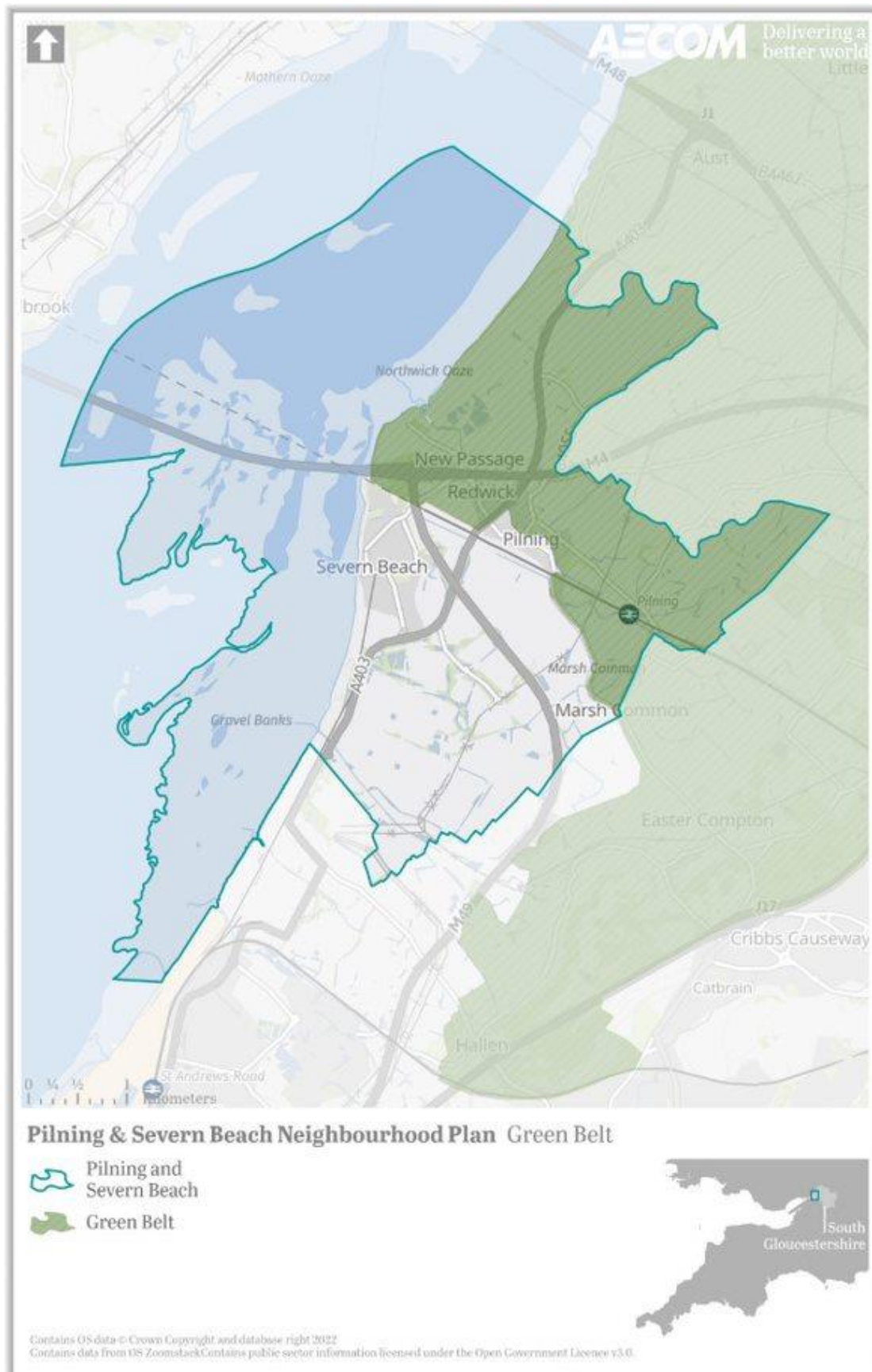


Figure 6.3 shows the Lower Super Output Area (LSOA) covering the Neighbourhood Area, in the context of the Index of Multiple Deprivation (IMD). Figure 6.3 shows that overall, the Neighbourhood Area falls within the 9-10th decile, which means the Neighbourhood Area is not seen to be deprived. This is explored further in Section 6.2 overleaf.

Figure 6.3: Index of Multiple Deprivation (IMD), 2019

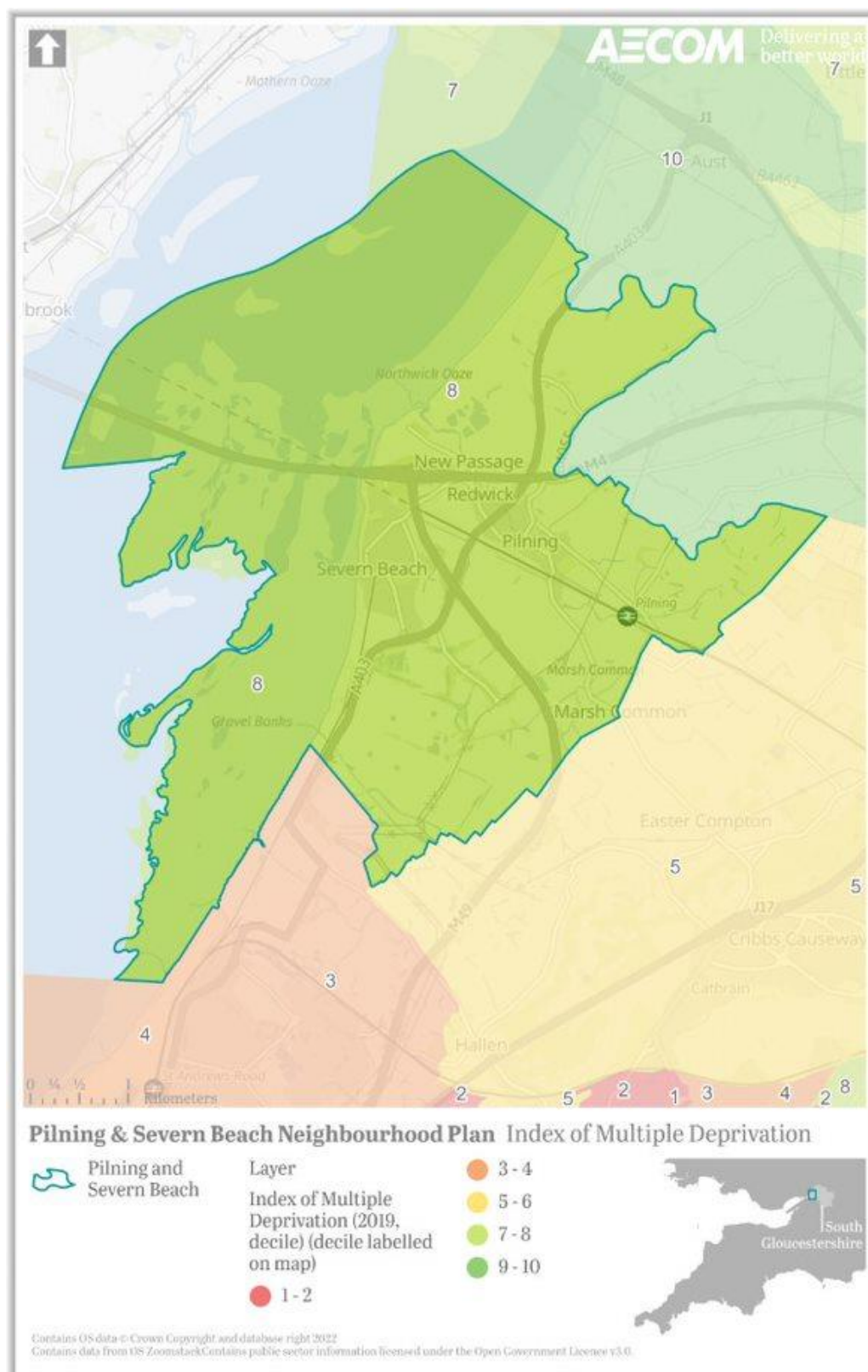


Figure 6.4 shows the Lower Super Output Area (LSOA) covering the Neighbourhood Area, in the context of the Index of Multiple Deprivation (IMD). Figure 6.4 shows that in terms of access to housing and services, the Neighbourhood Area falls within the 4th decile, and the 7th decile which means the Neighbourhood Area is slightly deprived to the north and east including Pilning, but much less deprived to the south west, including part of Severn Beach. This is explored further in Section 6.2 overleaf.

Figure 6.4: IMD, 2019, access to housing and services domain

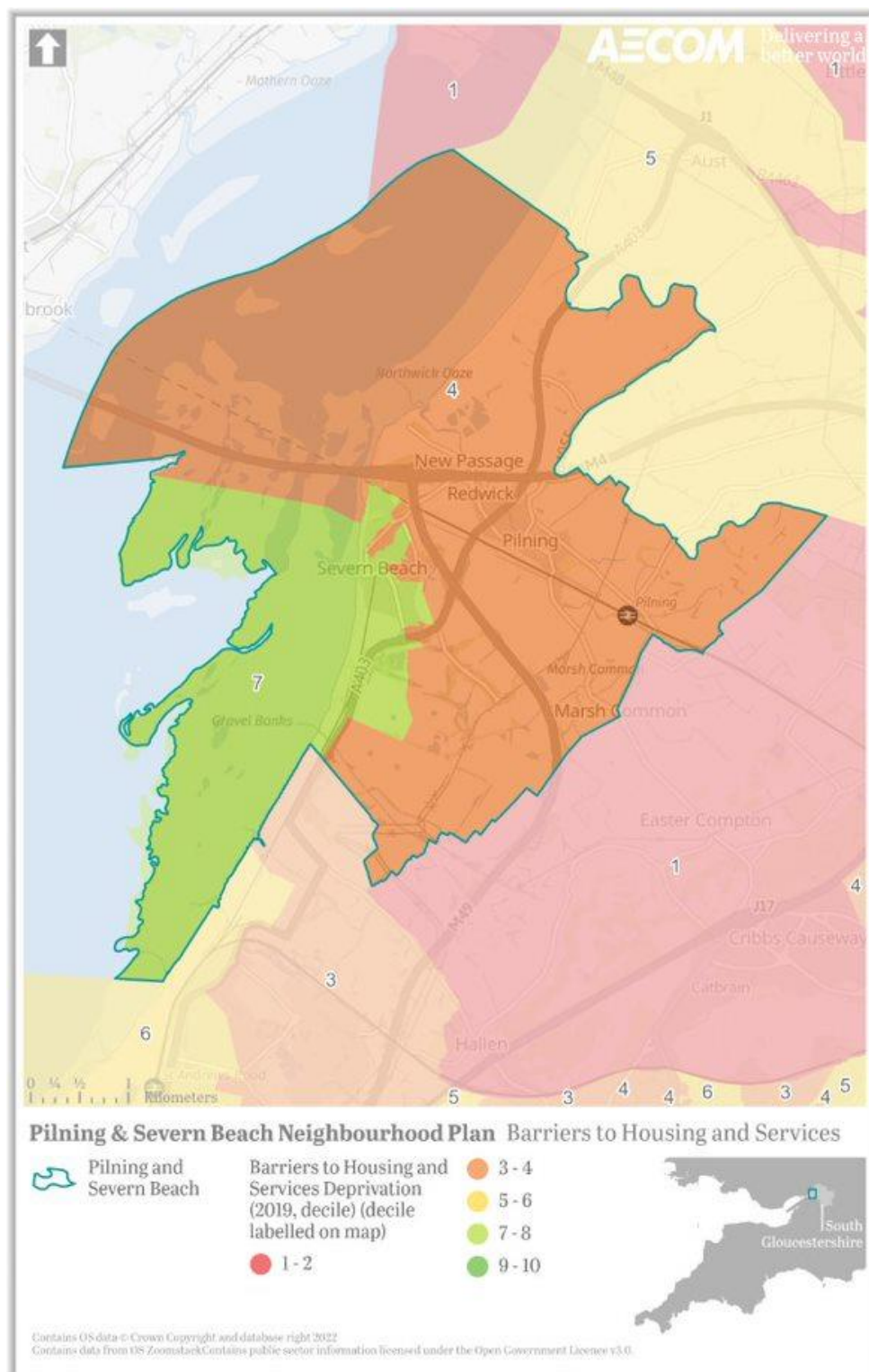


Figure 6.5 shows the Lower Super Output Area (LSOA) covering the Neighbourhood Area, in the context of the Index of Multiple Deprivation (IMD). Figure 6.5 shows that in terms of living environment, the Neighbourhood Area falls within the 5th and 8th decile, which means the Neighbourhood Area is not particularly deprived in this respect. This is explored further in Section 6.2 overleaf.

Figure 6.5: IMD, 2019, living environment domain

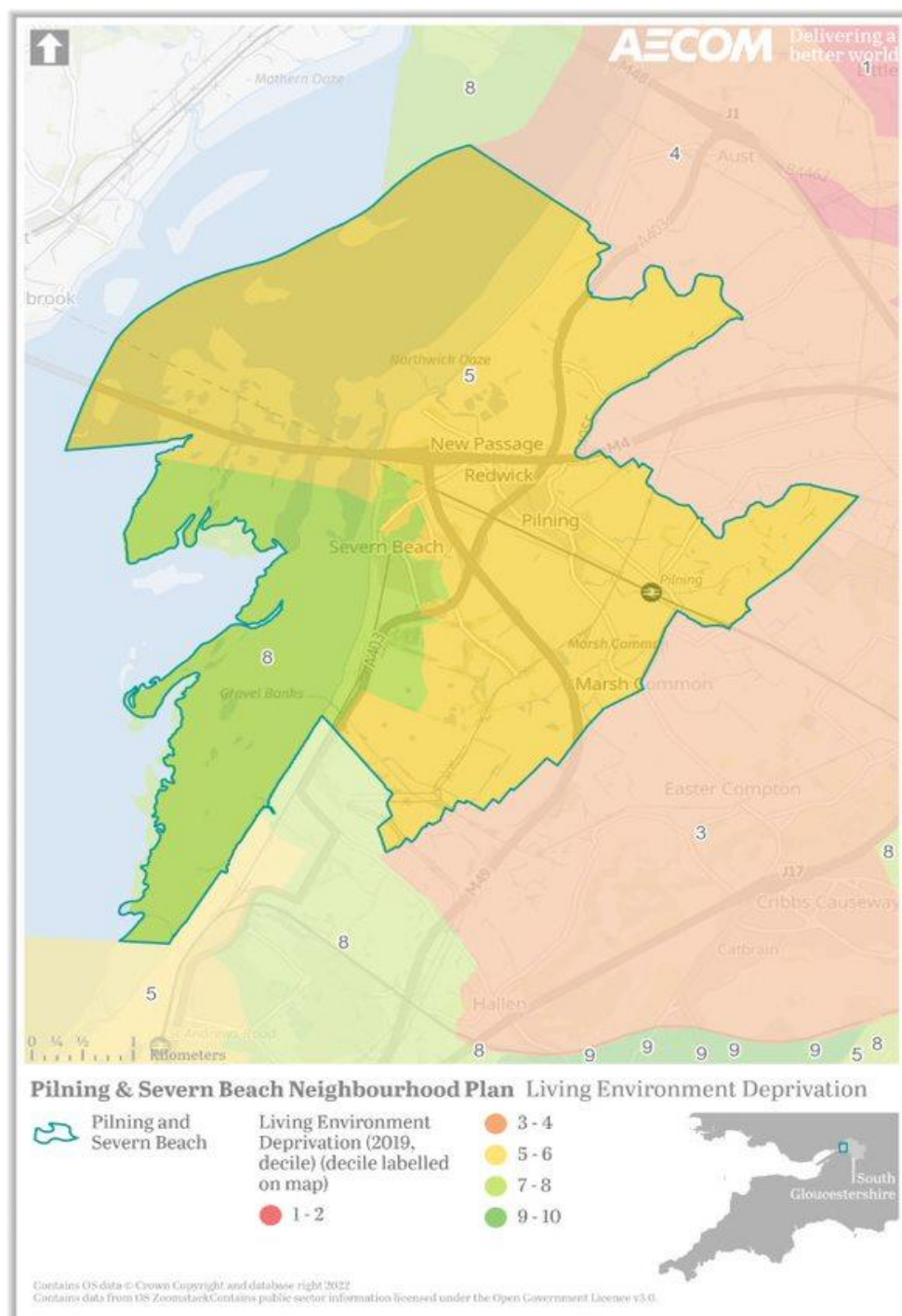
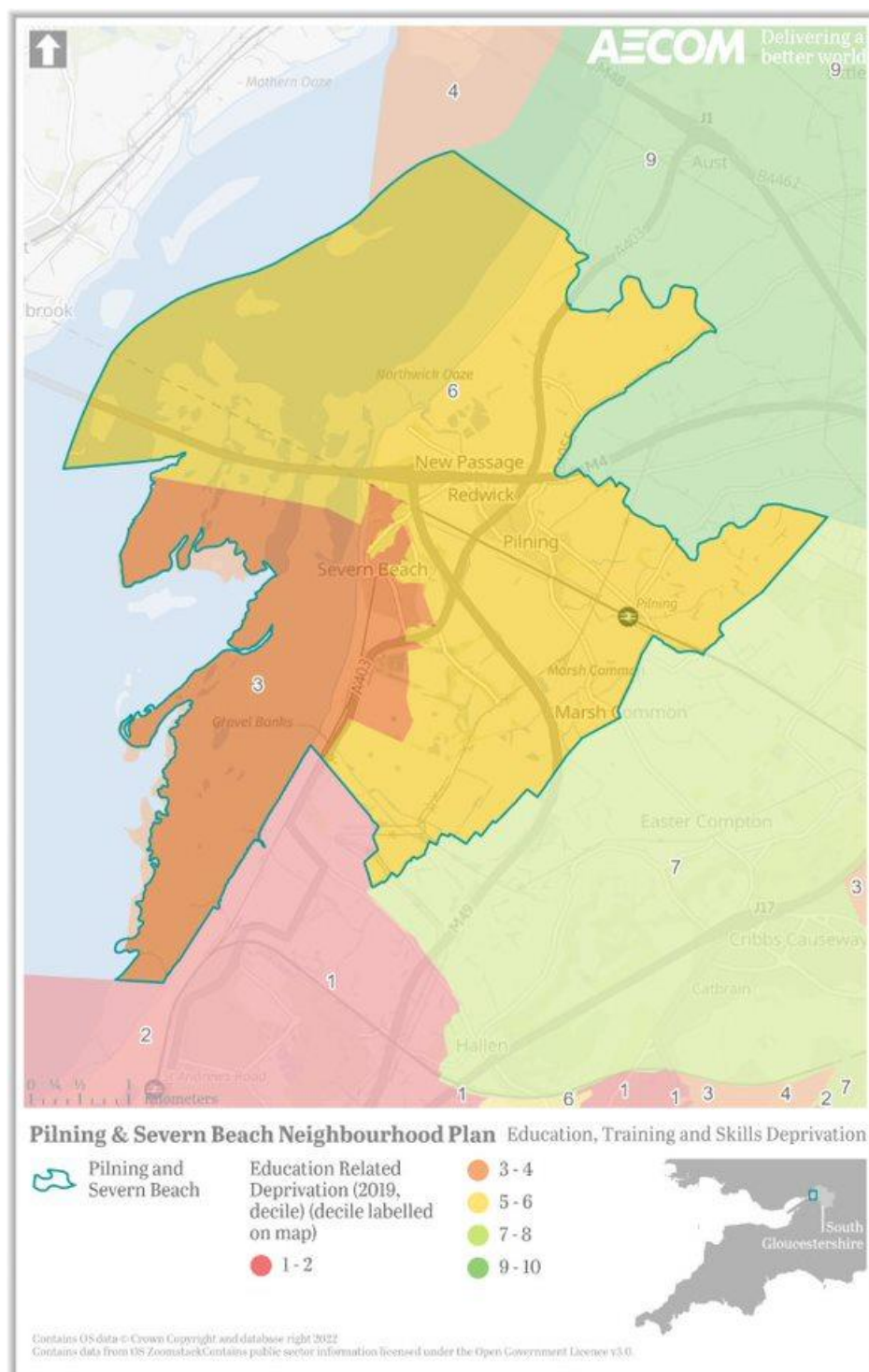


Figure 6.6 shows the Lower Super Output Area (LSOA) covering the Neighbourhood Area, in the context of the Index of Multiple Deprivation (IMD). Figure 6.5 shows that in terms of education, training, and skills the Neighbourhood Area falls within the 3rd and 6th decile, which means the Neighbourhood Area is deprived to the north and east including Pilning. This is explored further in Section 6.2 overleaf.

Figure 6.6: IMD, 2019, Education, Training, Skills Deprivation



Key statistics



- The Bristol and Bath Green Belt was broadly established in the mid-1950s through the Gloucestershire, Somerset and Wiltshire County Development Plans. The Green Belt designation was locally adopted in 1957 and approved in 1966. The north of the NA is constrained by the presence of Green Belt land.
- The resident surveys (Q33) revealed that 90% of respondents make use of the public green spaces of the Parish. The playing fields are well used, with Severn Beach seeing much greater use than Pilning and residents travelling from across the Parish to use it.
- Residents are largely content with the number of green spaces already within the Parish with only 14% (Q25) disagreeing there is sufficient provision. Residents saw ecological improvements, such as planting of trees and wildflowers to be the most important need for change of green spaces (Q36).

Figure 6.7: Age structure in Pilning & Severn Beach, 2011

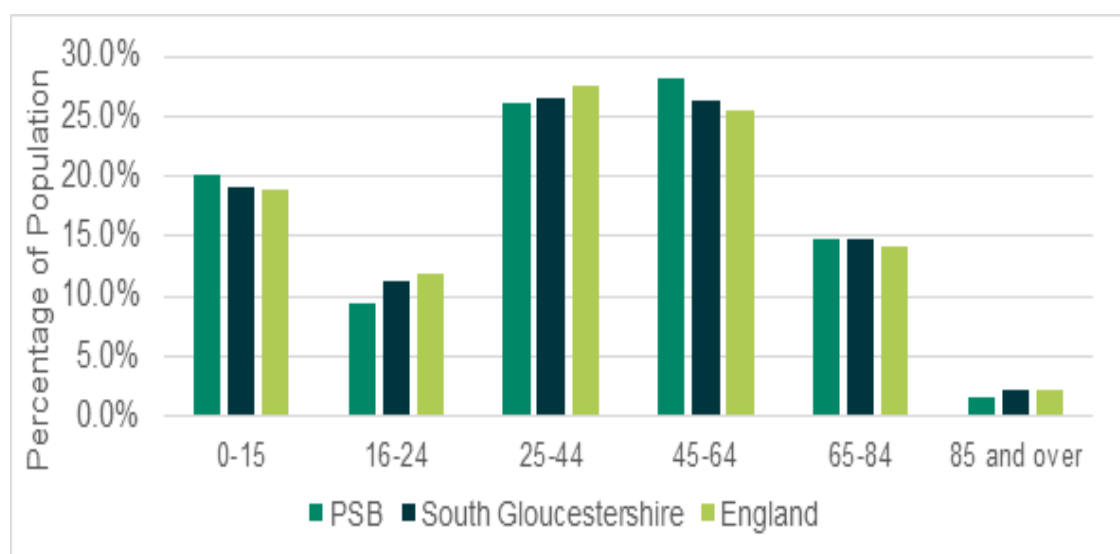
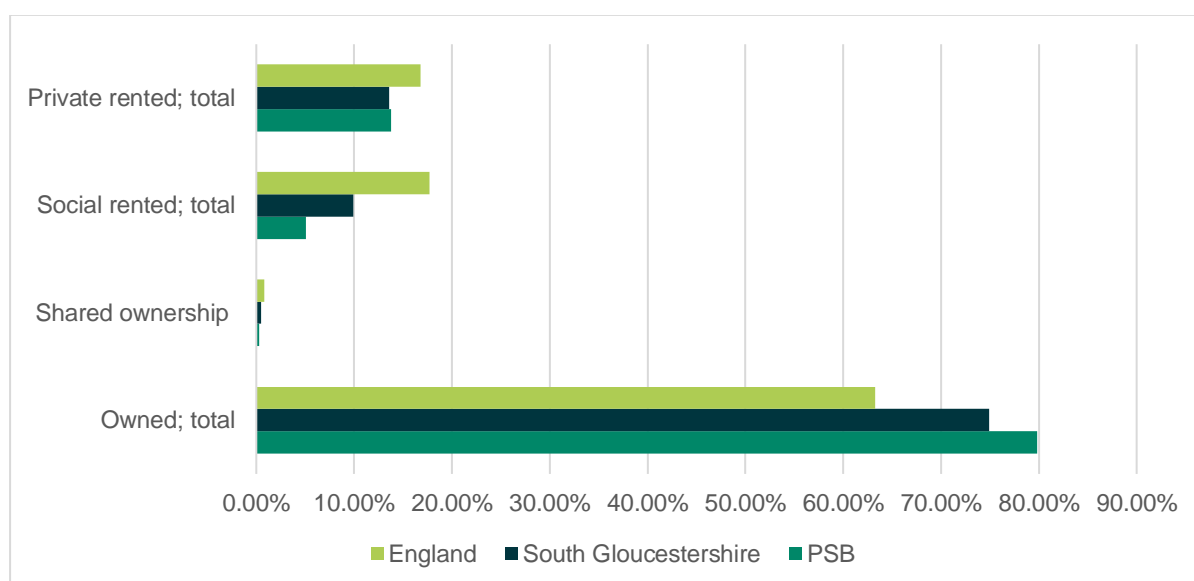


Figure 6.8: Tenure by household composition for the neighbourhood area (based on 2011 Census data)



Key evidence sources

- [City Population](#)
- [Indices of Deprivation: 2019 and 2015](#)
- [Nomis - Official census and labour market statistics](#)
- [South Gloucestershire Council – Community and living](#)
- [South Gloucestershire Council – Stronger Communities](#)
- [AECOM Pilning & Severn Beach Housing Needs Assessment](#)
- [Inform Gloucestershire – Health and Wellbeing](#)
- [ONS – Middle Super Output Area population estimates](#)

- [Bath and North East Somerset – Green Belt Review](#)

Policy context

Table 6.1: Additional plans and policies relating to community wellbeing

Document title	Year of publication
South Gloucestershire Joint Strategic Needs Assessment (JSNA)	2021
Draft Strategic Infrastructure-led masterplan for Severnside to 2050	2022
South Gloucestershire Local Plan – Core Strategy 2006 -2027	2006

Commentary

- 6.2 The NA has a relatively low level of deprivation overall, falling within the 7-8th decile, comparable with neighbouring Aust to the north. However, neighbouring Chittering to the south, and Easter Compton to the east of the NA both have significantly higher levels of deprivation than Pilning & Severn Beach. In the case of Chittering, deprivation levels may reflect the industrial estate presence, compared to Pilning & Severn Beach which is predominately residential.
- 6.3 When considering the 'access to housing and services' domain, the LSOA covering the northeast of the NA falls within the top 30-40% most deprived LSOAs within the country. Neighbouring LSOA Easter Compton is also deprived in this respect, falling within the top 10-20% most deprived LSOAs under the 'access to housing and services' domain. This implies that the physical and financial accessibility of housing and local services is poor in and around the NA.
- 6.4 In terms of the 'living environment' domain, Pilning & Severn Beach is not considered deprived nor prosperous, sitting in the middle of the scale.
- 6.5 Figure 6-7 above, is extracted from the HNA and uses 2011 Census data⁶ to illustrate that Pilning & Severn Beach is not dissimilar to the district and Country as a whole in terms of age distribution. There is, however, a larger share of the population in the 45-64 and 65-84 age brackets and a smaller share in the 16-24 and 25-44 brackets than the other geographies. This reflects the results of the P&SB resident survey which indicates there are fewer younger adults than older (e.g. 25% of respondents fall within 16-44 age bracket, while 58% are aged 45 and over. It is also noted that the 85+ age bracket is significantly lower than that for South Gloucestershire and England. It is considered that this reflect the current absence of accommodation for the elderly in the Parish. ONS data suggests the Parish's population has increased by just 1.8% from mid-2011 to mid-2019.
- 6.6 Severnside the largest of the three designated Enterprise Areas in South Gloucestershire, located to the south of Pilning & Severn Beach. As a significant source of employment and training regionally, Severnside's growing number of employees and trainees will likely drive housing need in the area, as well as populations of the two villages.

⁶ It is noted that the 2021 data has been viewed for any significant changes, and considered against resident survey and it is noted that there was no significant population change between 2011 and 2019.

- 6.7 In terms of tenure, the NA has a higher rate of ownership when compared to that of South Gloucestershire and England as a whole.

Key issues

- 6.8 The land to the north of Pilning village and Severn Beach is categorised as Green Belt, which represents a significant constraint to development in the NA. Due to the southern boundary provided by the railway line, the Green Belt presents greater difficulty for any growth in Pilning than for Severn Beach.
- 6.9 It is anticipated that a significant proportion of the NA will continue to age until the employability options at Severnside attract more working age residents and families.
- 6.10 The NP should recognise that as residents age they sometimes seek housing options better suited to their evolving needs and better access to services and amenities. However, currently a key issue for the NA is a lack of suitable accommodation for the elderly.
- 6.11 A large proportion of the northeast of the NA is considered deprived with regards to the 'access to housing and services' domain. The PSBNP represents an opportunity to provide both affordable housing and improved local services in sustainable locations.
- 6.12 The AECOM HNA found that affordability is a serious and worsening challenge in the NA. While the provision of affordable housing (subsidised tenure products) is one way to combat this, another is to ensure that homes come forward which are of an appropriate size, type and density for local residents' budgets.

SEA objective

6.13 Considering the key issues discussed above it is proposed that the SEA should include the following objective:

SEA theme SEA objective

Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.
---------------------	--

6.14 Supporting assessment questions include (will the option / proposal...):

- Provide everyone with the opportunity to live in good quality, affordable housing?
- Support the provision of a range of house types and sizes?
- Meet the needs of all sectors of the community?
- Provide flexible and adaptable homes that meet people's needs, particularly the needs of an ageing population?
- Improve the availability and accessibility of key local facilities, including specialist services for disabled and older people?
- Encourage and promote social cohesion and active involvement of local people in community activities?
- Facilitate green infrastructure enhancements, including improved access to open space?
- Maintain or enhance the quality of life of existing residents?

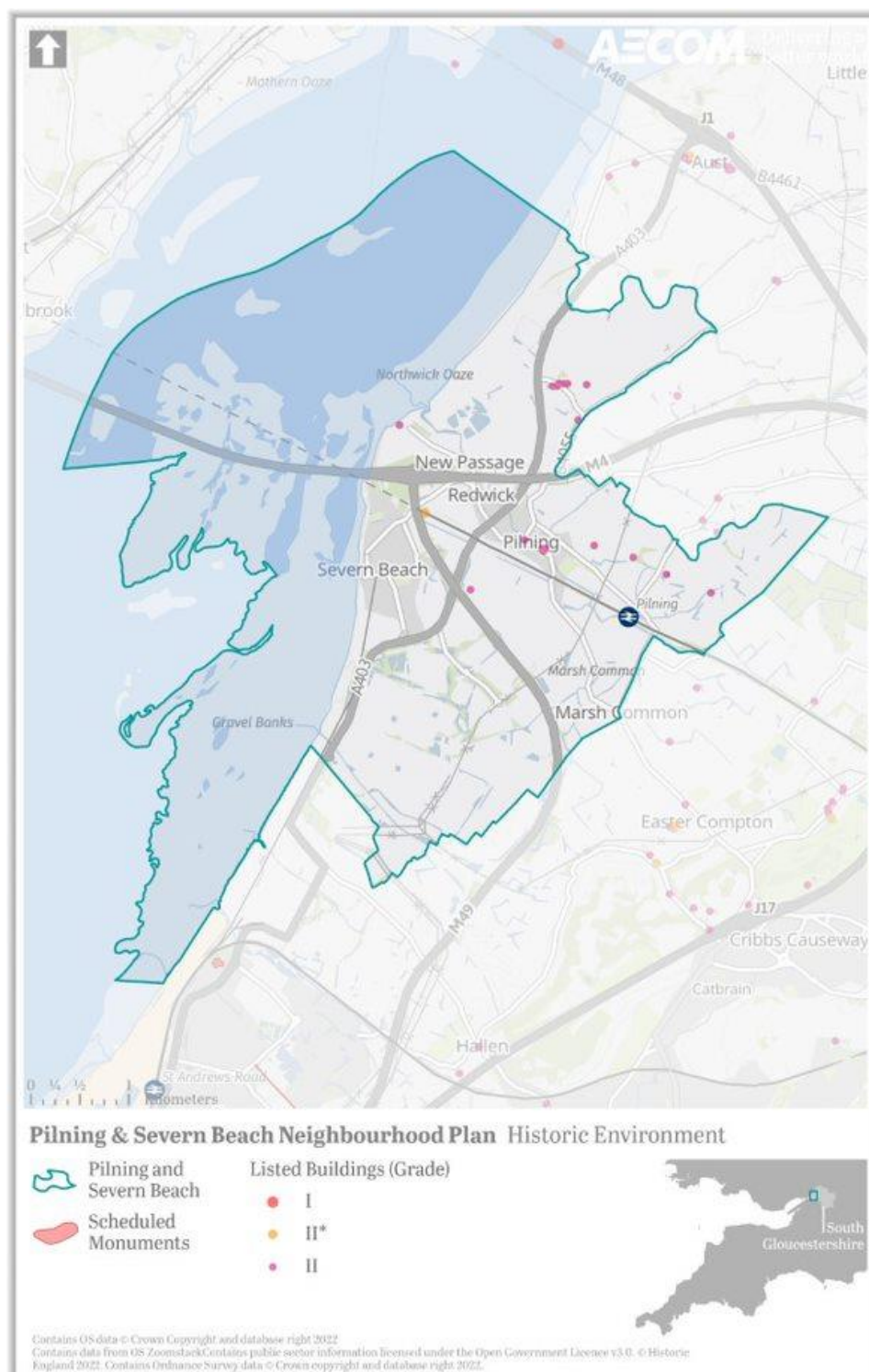
7. Historic environment

7.1 This section seeks to summarise designated and non-designated heritage assets (including archaeology) and their settings, within and surrounding the Neighbourhood Area.

Maps

Figure 7.1 shows designated heritage assets within the Neighbourhood Area.

Figure 7.1: Designated heritage assets



Key statistics



- There are 18 Listed buildings within the NA, including the grade II Listed Church of St Peter depicted in the graphic to the left of this text.
- The Church was first listed in 1984, and includes the main church, built by H. Crisp (1855), with late C20 south extension containing rubble, stone dressings, and plain tiled roof with raised coped verges.

Key evidence sources

- [DEFRA's Magic Map](#)
- [Heritage Gateway](#)
- [South Gloucestershire Council – Heritage walks and trails](#)
- [South Gloucestershire Historic Environment Record](#)
- [Heritage at Risk 2021 Registers | Historic England](#)
- [South Gloucestershire Heritage Statement](#)
- [South Gloucestershire Selected Heritage Inventory for Natural England](#)

Policy context

Table 7.1: Additional plans and policies relating to the historic environment

Document title	Year of publication
Southwest Heritage Trust Strategy 2020-2025	2020
South Gloucestershire Local Plan – Core Strategy 2006 -2027	2006
Draft Strategic Infrastructure-led masterplan for Severnside to 2050	2022

Commentary

- 7.2 There are 18 Listed buildings within the NA, including one Grade II* Listed building: the East Portal to the Severn Tunnel designated for engineering innovation and one of the outstanding feats of British railway engineering; opened in 1886. According to its official List entry it has architectural interest including elegant classical architectural composition in dressed stone with monumental pilasters. There are no conservation areas within the NA and no historic assets listed on the Heritage at Risk Register.
- 7.3 SHINE (Selected Heritage Inventory for Natural England) is a single, nationally consistent dataset of undesigned historic environment features across England that could benefit from the Natural England Environmental Stewardship environment scheme. Having sites on the SHINE dataset will result in more monuments being cared for and entered into beneficial management by farmers and land managers entering into the environment scheme, enhancing the historic landscape in England.
- 7.4 In terms of locally designated heritage assets within the NA, data provided by South Gloucestershire Council (SGC) shows the NA to include over 25 SHINE designations. This includes the sub-rectangular enclosure in the western corner of a field to the north of Bellhouse; and approximately 10 SHINE candidates, such as the medieval fish weir which is visible as wooden structure on aerial photographs. It should however be noted that some of the data provided by SGC may be outdated, as it relies on aerial photography which dates back to as early as 1969.
- 7.5 Severn Beach and New Passage benefit from bespoke heritage trails. The heritage trails are well sign-posted and can be supplemented with an informative leaflet and lead visitors through a variety of sites of historical significance.

Key issues

- 7.6 The dense concentration of listed buildings out at Northwick in particular presents a constraint to future development within the neighbourhood area. The PSBNP can help overcome this by ensuring that any development that comes forward during the plan period is appropriately located and sensitive to the historic setting of the village in terms of design and layout.

SEA objective

7.7 Considering the key issues discussed above it is proposed that the SEA should include the following objective:

SEA theme	SEA objective
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the Neighbourhood Area.

7.8 Supporting assessment questions include (will the option / proposal...):

- Conserve and enhance buildings and structures of architectural or historic interest, both designated and non-designated, and their settings?
- Protect the integrity of the historic setting of key monuments of cultural heritage interest including SHINE assets?
- Support the undertaking of early archaeological investigations and, where appropriate, recommend mitigation strategies?
- Support access to, interpretation and understanding of the historic evolution and character of the Neighbourhood Area?

8. Land, soil and water resources

- 8.1 This section seeks to summarise the quality of soil resources, the extent of mineral resources, water supply resources, and water quality within and surrounding the Neighbourhood Area.

Maps

Figure 8.1 shows the classification of agricultural land within the Neighbourhood Area

Figure 8.1: Agricultural Land Classification (ALC) Post-1988 survey

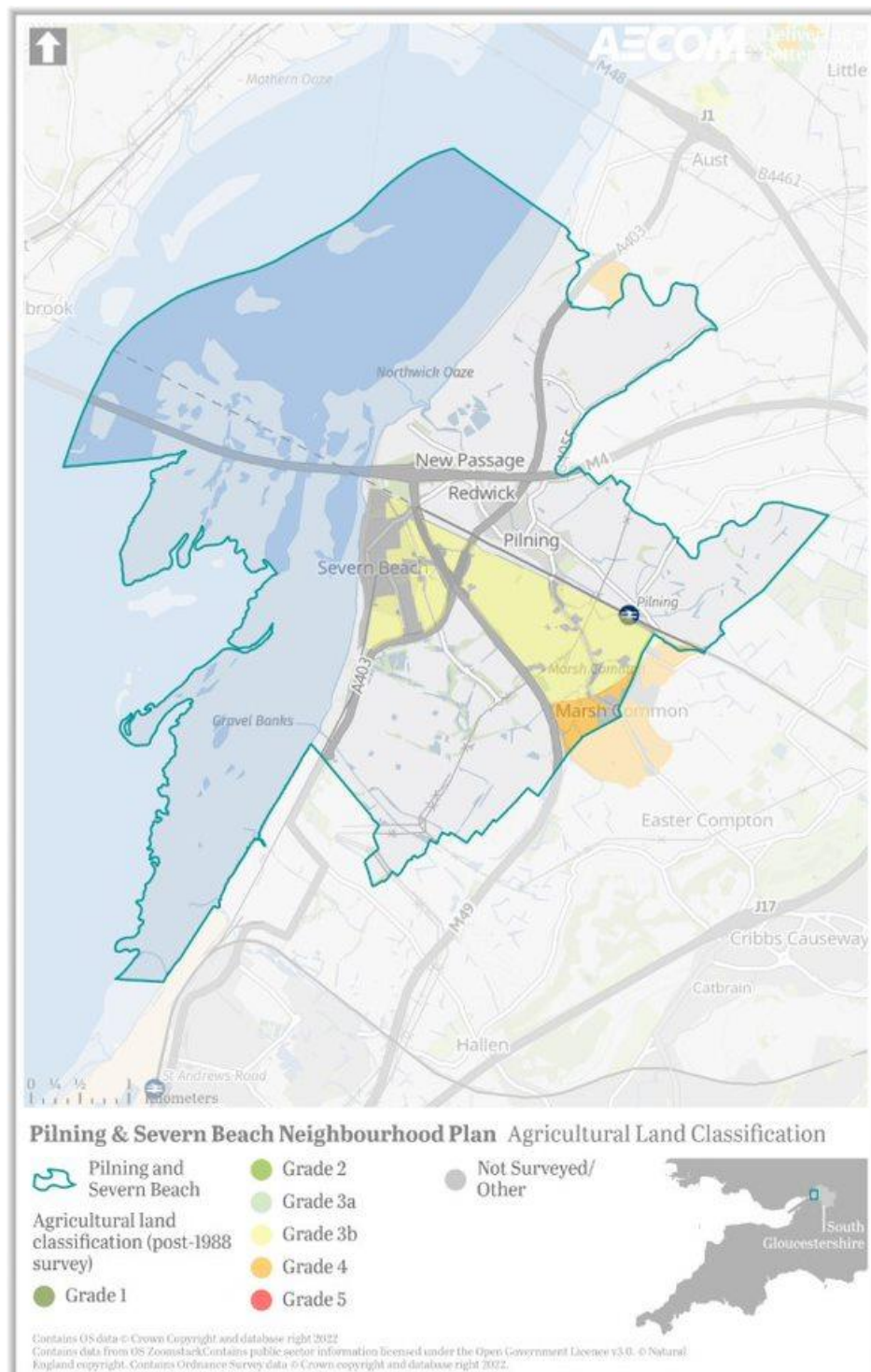


Figure 8.2 shows the provisional classification of agricultural land within the Neighbourhood Area. It is noted that this data is was produced pre-1988 but is the most consistent, nationwide coverage of agricultural land classification data.

Figure 8.2: Provisional ALC (national dataset)

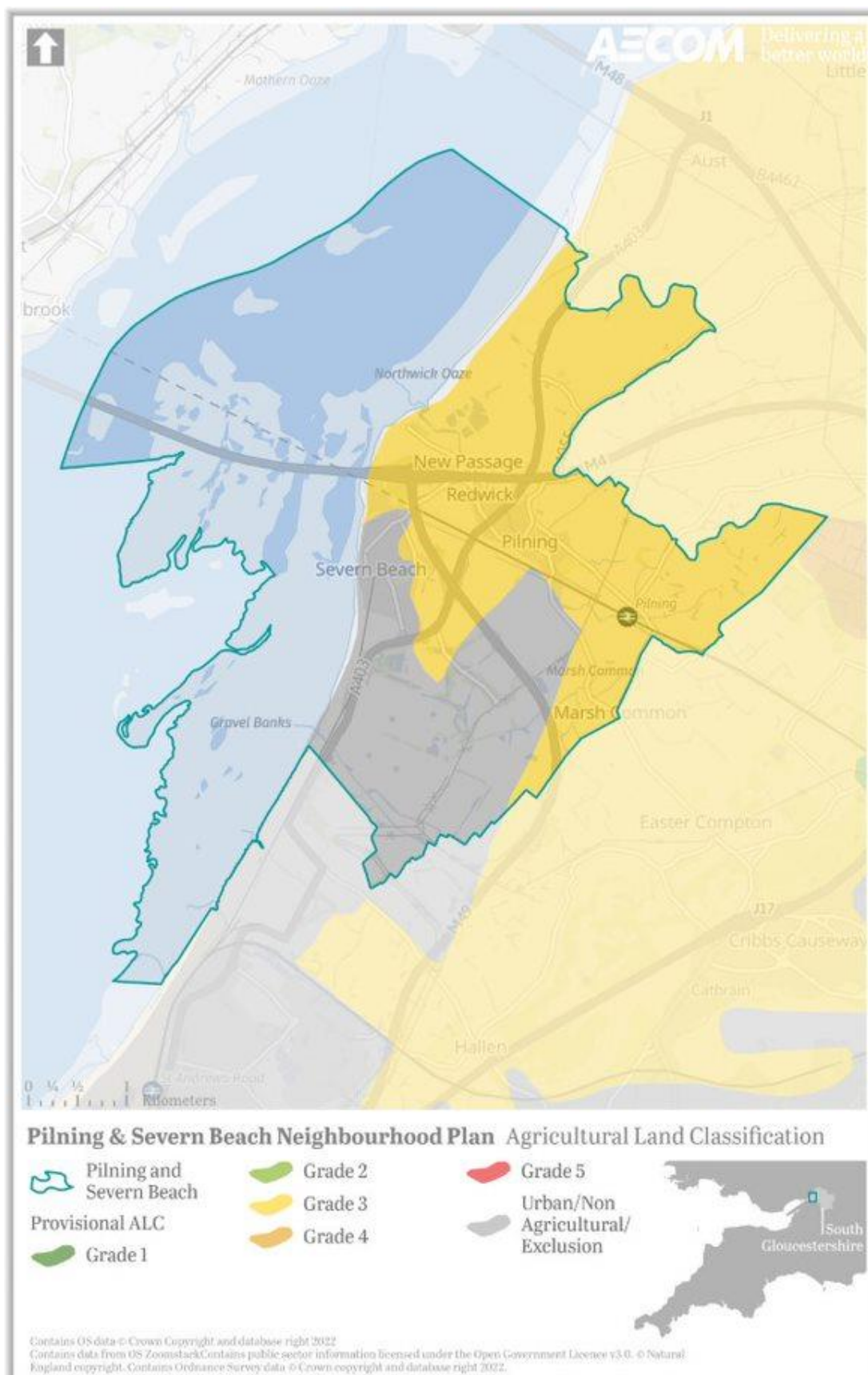
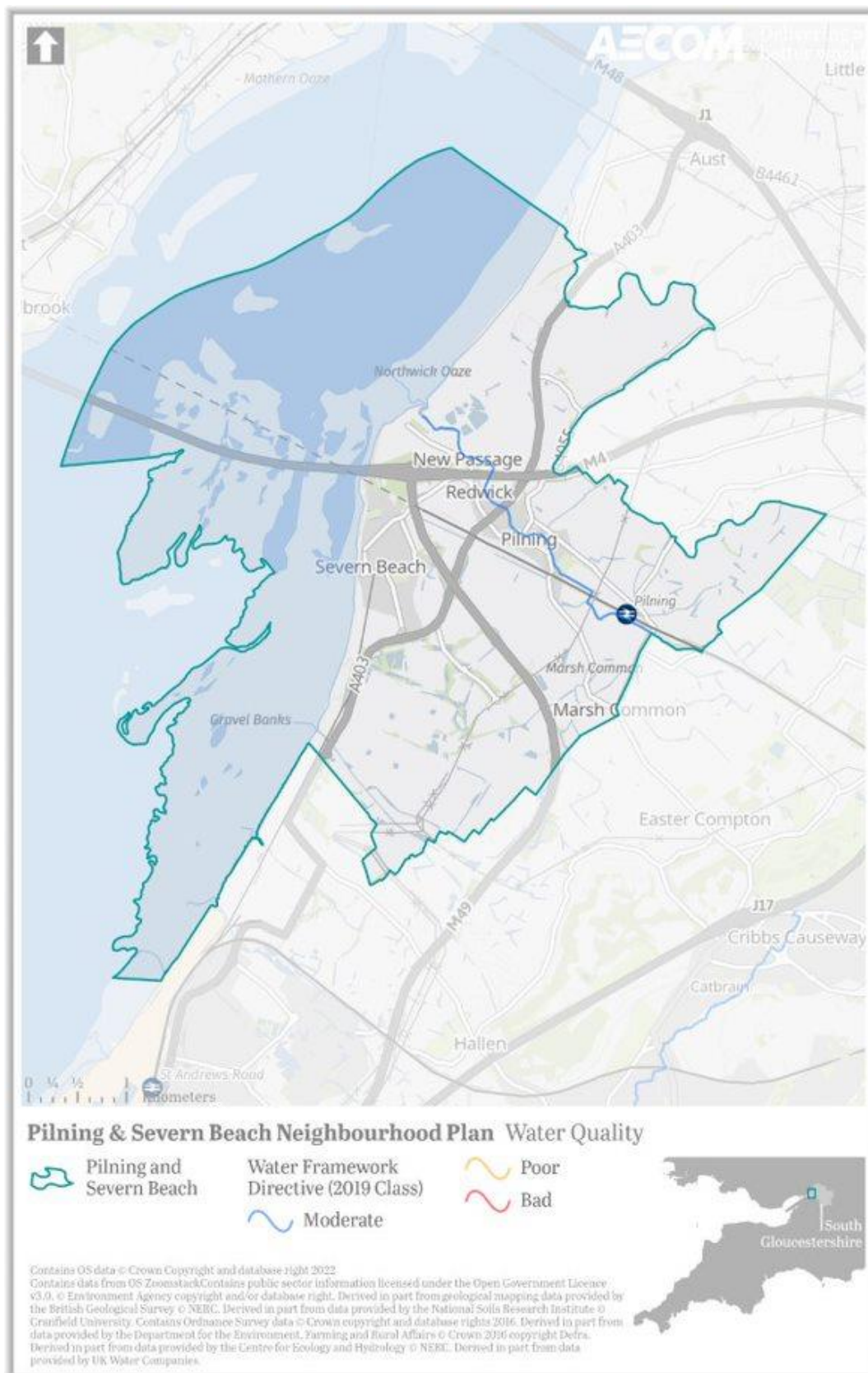


Figure 8.1 shows water quality within the Neighbourhood Area

Figure 8.3: Water Quality



Key statistics



- The NA falls into the Avon Bristol and Somerset North Streams Management Catchment and the Severn Lower Vale operational catchment.

Table 8.1: Ecological status classification of waterbodies overlapping the neighbourhood area

Name of Water Body	2013	2014	2015	2016	2019
Chestle Pill	Poor	Poor	Moderate	Moderate	Moderate

Table 8.2: Chemical status classification of waterbodies overlapping the neighbourhood area

Name of Water Body	2013	2014	2015	2016	2019
Chestle Pill	N/A	N/A	Good	Good	Fail

Table 8.3 Ecological and chemical classification for surface waters within the Severn Estuary Catchment

	Ecological Status or Potential					Chemical Status	
No. of Waterbodies	Bad	Poor	Mod	Good	High	Fail	Good
755	8	134	462	151	0	35	720

Key evidence sources

- [DEFRA's Magic Map](#)
- [Environment Agency Catchment Data Explorer](#)
- [Chestle Pill | Catchment Data Explorer | Catchment Data Explorer](#)
- [Natural England - ALC map Southwest Region](#)

Policy context

Table 8.4: Additional plans and policies relating to land, soil, and water resources

Document title	Year of publication
Severn Estuary Strategy 2017-2027	2017
Severn Estuary Flood Risk Management Strategy	2013
Severn Draft River Basin Management Plan	2021
Draft Strategic Infrastructure-led masterplan for Severnside to 2050	2022
South Gloucestershire Local Plan – Core Strategy 2006 -2027	2006
West Of England Joint Waste Core Strategy	2011

Commentary

- 8.2 The Severn Lower Vale operational catchment contains eight waterbodies, including the Chestle Pill, which extends through Pilning Village into the Severn estuary. The ecological status of the waterbody is moderate; however the Chestle Pill's chemical classification has deteriorated in the most recent (2019) analysis.
- 8.3 The Severn Estuary, in the west of the NA, has a large variety of inputs from numerous different sources including the Chestle Pill.
- 8.4 There are areas of Grade 3 (Good to Moderate) agricultural land, particularly around Pilning in the north of the NA. While the parish is widely rural, it is noted that not many productive farms remain in the Parish; although land is used for grazing by some cattle, sheep and horses.

Key issues

- 8.5 The Chestle Pill failed its most recent chemical assessment in 2019. However the EA highlights that all water bodies now fail for chemical status and that the 2019 assessment is not comparable to previous years assessments. Failures have been seen due to four groups of global pollutants (uPBTs). In the case of the Chestle Pill these are Mercury and Its Compounds, and Polybrominated Diphenyl Ethers (PBDE). It is noted that in in all years up to 2016, chemical status was identified as 'good', with no further assessment required in relation to priority hazardous substances.
- 8.6 Nonetheless, it will be important that future development within the NA does not lead to deterioration of the waterbody in Pilning – which is directly linked to the

Severn Estuary. The water quality of the Severn Estuary is an important indicator of the overall health of the Estuary's ecosystem. Keeping the water free of pollutants, contaminants and litter all acts to increase water quality.

- 8.7 Development in Pilning has the potential to lead to the loss of productive agricultural land, although this is largely unavoidable given the rural nature of the parish and the green belt designation which restricts development in the north of the NA.

SEA objective

- 8.8 Considering the key issues discussed above it is proposed that the SEA should include the following objective:

SEA theme	SEA objective
Land, soil, and water resources	Ensure the efficient and effective use of land, protect, and enhance water quality, and use and manage water resources in a sustainable manner

- 8.9 Supporting assessment questions include (will the option / proposal...):

- Avoid the loss of high-quality agricultural land resources?
- Support the continued operation of waste infrastructure (waste operation/ facilities, waste collection, recycling, etc.) within and surrounding the Plan area?
- Promote any opportunities for the use of previously developed land, or vacant/ underutilised land?
- Avoid impacts on water quality?
- Support improvements to water quality?
- Ensure appropriate drainage and mitigation is delivered alongside development?
- Protect waterbodies from pollution?
- Maximise water efficiency and opportunities for water harvesting and/ or water recycling?
- Improve the resilience of water supplies?

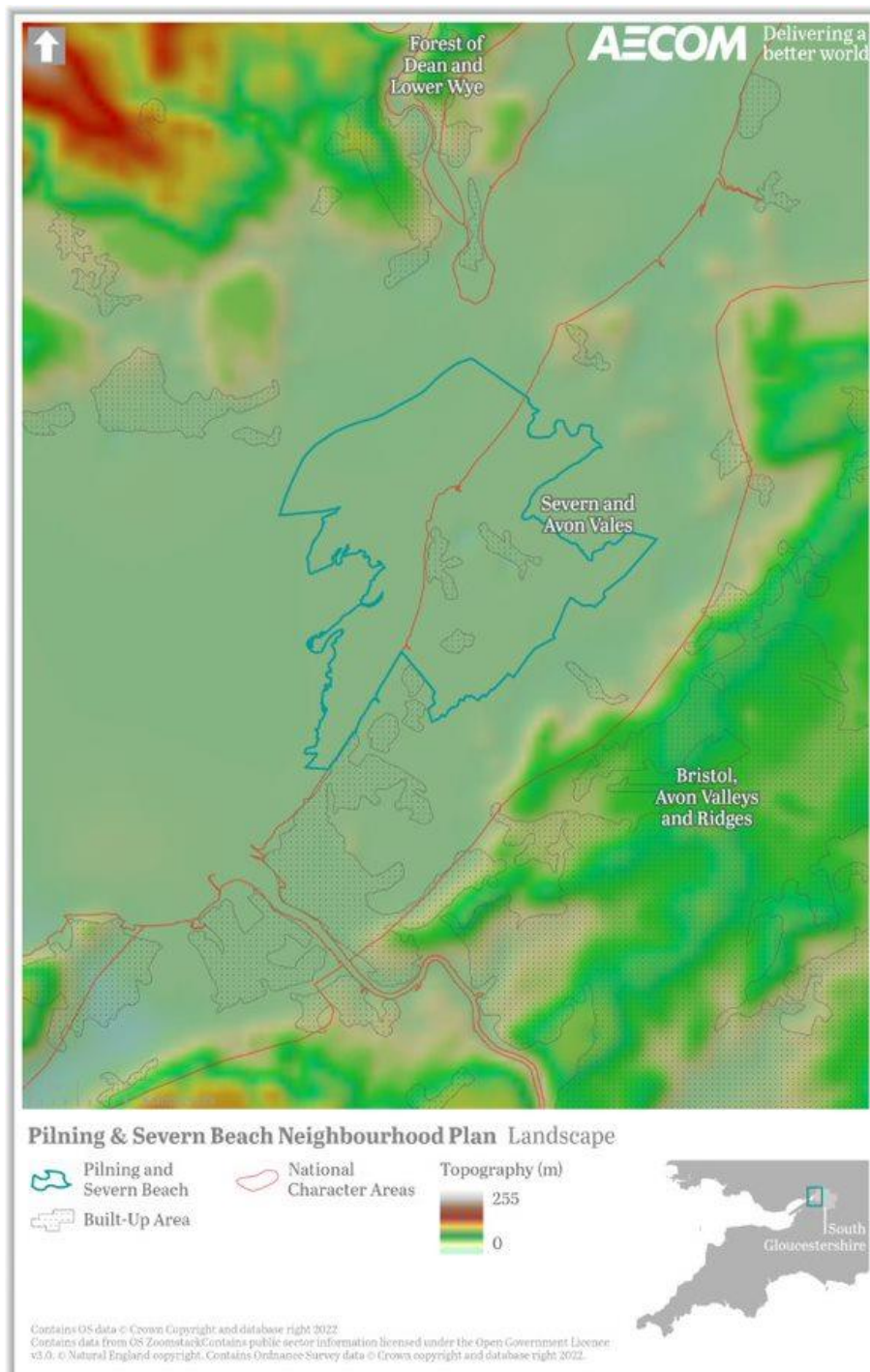
9. Landscape

9.1 This section seeks to summarise designated and protected landscapes within or near the Neighbourhood Area, as well as landscape character, landscape quality, and visual amenity.

Maps

Figure 9.1 shows topography and built up areas within and surrounding the Neighbourhood Area.

Figure 9.1: Topography and built-up areas



Key statistics



- It is broadly understood that there are currently no available brownfield sites in the NA.
- The NA forms part of the Pilning Levels LCA and also holds important views across the tidal Severn Estuary.

Key evidence sources

- [Natural England - Landscape character assessments: identify and describe landscape types](#)
- [Natural England - Landscape sensitivity assessment](#)
- [South Gloucestershire Landscape Character Assessment](#)
 - [LCA 21 – Severn Shoreline and Estuary](#)
 - [LCA 20 – Pilning Levels](#)
- [South Gloucestershire Council – Countryside](#)
- [South Gloucestershire Council – Geological conservation](#)
- [The South Gloucestershire Design Checklist](#)
- [A Forgotten Landscape – The River Severn](#)

Policy context

Green Infrastructure Strategy – summary	2020
South Gloucestershire Green Infrastructure and Nature Recovery Action Plan	2021
South Gloucestershire Local Plan – Core Strategy 2006 -2027	2006
Lower Severn Vale Landscape Conservation Action Plan	2019
Draft Strategic Infrastructure-led masterplan for Severnside to 2050	2022

Commentary

- 9.2 According to the South Gloucestershire Landscape Character Assessment (LCA), the NA sits partially within LCA 21 – Severn Shoreline and Estuary. The key characteristic of this LCA are open and exposed simple landscape structures of the tidal Severn Estuary, with textured intertidal zone of bed rock, shingle and rivulleted mudflats. The NA primarily comprises LCA 20 – Pilning Levels, which is characterised as a flat, simple landscape of medium to small, regular and irregular shaped fields. However it is recognised that the landscape has changed somewhat, reflecting the presence of the M4, M49, railways, and associated bridges. The land surrounding the Parish is subsequently no longer flat.
- 9.3 The western boundary of the NA follows the local authority boundary, which runs through the waters of the Severn, bordering Wales. Green belt land and other open countryside, covering the majority of the NA, surrounds the built-up areas of the two villages and Severnside.
- 9.4 According to the village survey, residents are broadly opposed to development that may lead to further loss of the unique nature of the landscape and surrounding countryside; including adverse effects on views across the Severn Estuary. Of further importance to residents is the parish's allotment space. The Parish has 39 allotments in Severn Beach and 13 in Pilning. A shortfall in provision is identified for Pilning, but provision for Severn Beach is adequate.

Key issues

- 9.5 The Residents' Survey strongly identified the rural environment and countryside as being very important and a reason they have chosen to live in the Parish. However, over the last 20 years, with large commercial developments and the huge increases in associated traffic, there has been significant change to the environmental loss of open countryside natural habitats.
- 9.6 It will be important that the PSBNA seeks to protect and enhance the local landscape in future development, including its coherence and characteristics. This is likely to be delivered through an appropriate spatial strategy and requirement for suitable design and layout in line with higher level policy.

SEA objective

- 9.7 Considering the key issues discussed above it is proposed that the SEA should include the following objective:

SEA theme	SEA objective
Landscape	Protect and enhance the character and quality of the immediate and surrounding landscape.

- 9.8 Supporting assessment questions include (will the option / proposal...):

- Protect and/ or enhance local landscape character and quality of place?
- Conserve and enhance local identity, diversity, and settlement character?

- Identify and protect locally important viewpoints which contribute to character and sense of place?
- Retain and enhance landscape features that contribute to the water setting, or rural setting, including trees and hedgerows?

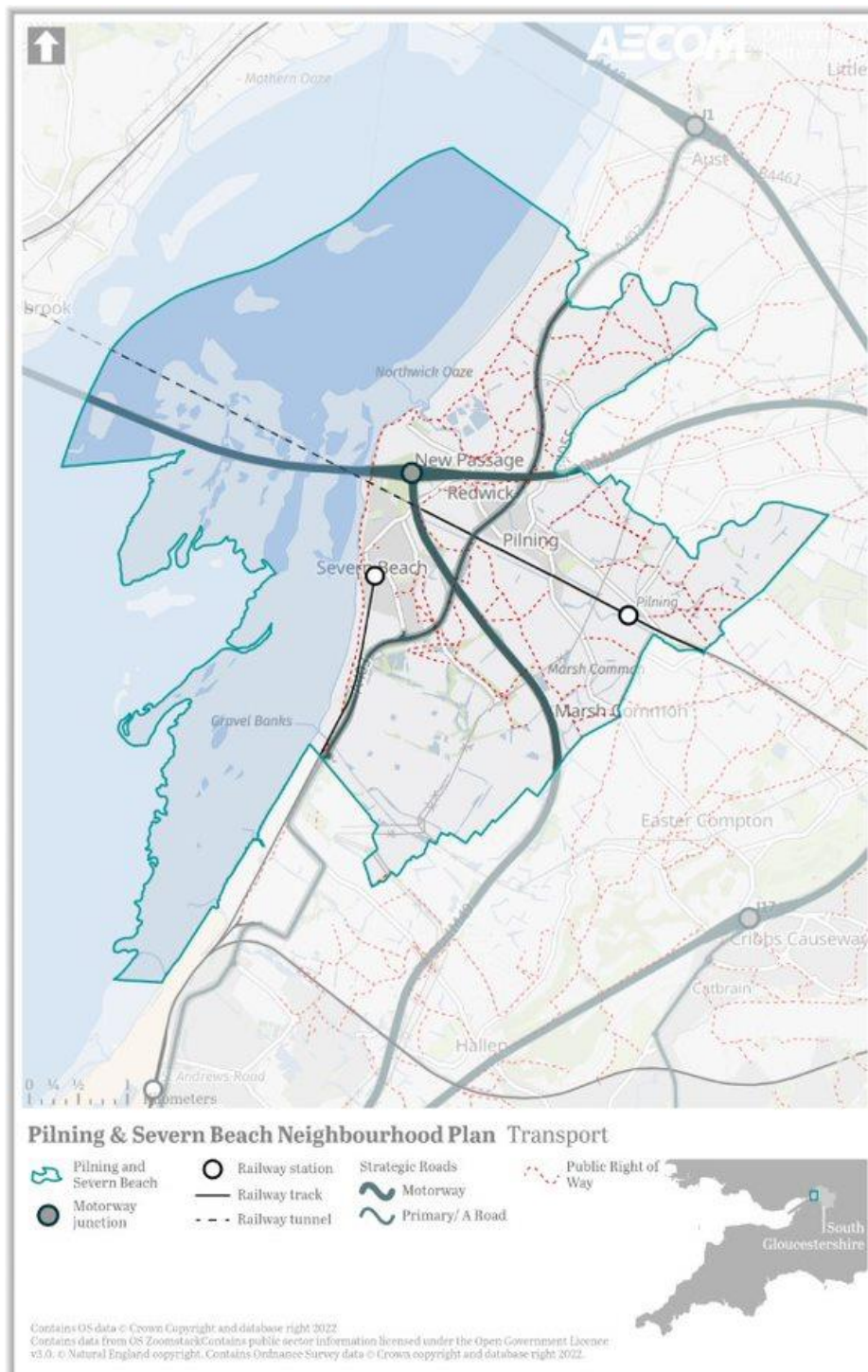
10. Transportation and movement

10.1 This section seeks to summarise transport infrastructure, transport usage, traffic flows and congestion, accessibility, and public rights of way within and surrounding the Neighbourhood Area.

Maps

Figure 10.1 shows key transport assets within and surrounding the Neighbourhood Area

Figure 10.1: Key transport assets



Key statistics



- Congestion is a particular problem within the NA, with a high reliance on the private vehicle seen.
- Sustainable transport opportunities are limited within the NA; notably bus services.
- Bristol Temple Meads station is located 10 miles along the Severn Beach railway line to the south of the NA. On the London Paddington to Swansea railway line, Pilning Station is the final station falling within England, before the service meets Wales through the Severn Tunnel (the majority of which is located within the NA).

Key evidence sources

- [GOV.UK - National statistics - National Travel Survey: 2021](#)
- [Google Maps](#)
- [South Gloucestershire Council – PRow](#)
- [Severn Ride & Stride – Severnnet](#)

Policy context

Table 10.1: Additional plans and policies relating to transportation and movement

Document title	Year of publication
Draft Strategic Infrastructure-led masterplan for Severnside to 2050	2022
South Gloucestershire Joint Local Transport Plan 4 2020 – 2036	2020
The joint Network Rail and WECA Rail Delivery Plan 2020 to 2030	2020
South Gloucestershire Council Cycling Strategy	2015

Commentary

10.2 A large number of strategic transport routes run through the NA, including the M4 (with the majority of the Prince of Wales Bridge located in the NA) and M49 connecting to Newport, Cardiff, and South Wales in the west, and to Swindon, Reading and London to the east. Other networks include: the M49 connecting the M4 to the M5 and Severnside to Avonmouth; and the A403, following the Severn coast, connecting the M48 to Severnside.

- 10.3 Completion of the M49 junction and improved accessibility is a key issue for residents of the NA, however it is recognised that this is outside of the remits of the P&SB NP. Nonetheless, it is considered that any future improvements will improve accessibility in and around the NA. Further ongoing highways improvements include the completion of the Spine Road to the south of the NA. This was included within earlier master-planning for Severnside, and is referenced with the Core Strategy. While outside the NA, its deliver will likely reduce traffic which current passes through the NA.
- 10.4 The South Wales Main Railway line connect the NA with Wales, Bristol and the wider west and south west of England. Pilning Station is on the London Paddington to Swansea GWR main line, while Severn Beach is the terminal station on the Bristol Temple Meads to Severn Beach line. The NA residents survey found that over 23% of respondents regularly use local trains with less than 22% never using them. More broadly, the survey indicated that the trains are used more frequently than buses.
- 10.5 Bus services in the NA are sparse and increasingly underused. This reflects the lacking infrastructure, including service information and timetable reliability.
- 10.6 In order to promote and improve active travel options across Severnside, SevernNet founded the Severn Ride and Stride project which offers free support and resources, in addition to bike hire (including e-bikes).
- 10.7 Several Public Rights of Way (PRoWs) intersect with the NA, particularly prevalent in the west including PRoW ORN/18/10, which extends along the estuary. Cycle routes (on road and traffic free) are also present, extending along the estuary and into the villages of Pilning and Severn Beach. However as set out above, there remains concerns in terms of pedestrian and cycle safety, particularly in terms of connectivity throughout the NA and use of these networks.

Key issues

- 10.8 Due to the removal of the Pilning station footbridge in 2016, only eastbound trains can currently use the station. There is currently a campaign to reinstate the footbridge. The next station to the east is Patchway, located outside the NA approximately three miles away. Only two trains a week stop there, both on Saturdays.
- 10.9 A key issue for the draft PSBNP is therefore limited sustainable transport opportunities. Improvements required in the longer term relate to rail and bus infrastructure/ services. However it is noted that SGC expressed the view that programming additional services or stops on the main rail line would prove very difficult.
- 10.10 There is a need to support access to electric vehicles within the NA, alongside improved cycle and PRoW networks, to support connectivity and active travel uptake.
- 10.11 Congestion is a particular problem within the NA (the issue exacerbated around both schools due to lack of parking) with a heavy burden of HGVs on the A403. The A403 serves as the only arterial route, accompanied by a series of smaller, rural roads.

10.12 The A403 Severn Road is an 'A' road notably is dual carriage way in some parts but was not constructed for the current volume and weight of traffic and therefore is in poor condition. Notably commuter traffic has become an issue over the last 15 years, worsening the condition of the road through increased use. Narrowness is also problem, particularly for cyclists though as there is no continuous and safe cycle way.

10.13 The PSBNP should therefore support the use of active travel schemes such as the Severn Ride and Stride project, in order to reduce congestion, support modal shift, and enable safer transport within the NA. While this is unlikely to address HGV concerns and other logistics, reduced road users and improved road safety will benefit the NA.

SEA objective

10.14 Considering the key issues discussed above it is proposed that the SEA should include the following objective:

SEA theme	SEA objective
Transportation and movement	Promote sustainable transport use and reduce the need to travel.

10.15 Supporting assessment questions include (will the option / proposal...):

- Encourage a modal shift to more sustainable forms of travel and enable active travel enhancements?
- Improve local connectivity and pedestrian and cyclist movement?
- Facilitate working from home where appropriate, to support reduced use of the private vehicle?
- Improve road safety, particularly through measures to reduce speeding and facilitate safer crossings on key roads?

11. Proposed SEA framework

- 11.1 The SEA framework has been established through the identification of key issues and environmental objectives as part of the scoping exercise. This draws upon the baseline position and policy context that has been explored for a range of SEA topics (as set out in **Chapters 2 to 10**).
- 11.2 The framework consists of a set of headline objectives and supporting assessment questions, which will be used to appraise the environmental effects of the draft PSBNP (and reasonable alternatives).
- 11.3 **Table 11.1** below outlines the proposed SEA framework, bringing together the objectives and assessment questions that have been set out at the end of each SEA topic.

Table 11.1: Proposed SEA framework

SEA theme	SEA objective
Biodiversity	Protect and enhance biodiversity and geodiversity.
Climate change and flood risk	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change, including flooding.
Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the Neighbourhood Area.
Land, soil, and water resources	Ensure the efficient and effective use of land, protect, and enhance water quality, and use and manage water resources in a sustainable manner.
Landscape	Protect and enhance the character and quality of the immediate and surrounding landscape.
Transportation and movement	Promote sustainable transport use and reduce the need to travel.

12. Next steps

Subsequent stages for the SEA process

Scoping (the current stage) is the second stage of the SEA process:

- Screening
- Scoping
- Assess reasonable alternatives (to inform preparation of the draft plan)
- Prepare the Environmental Report (to inform consultation and plan finalisation)

12.1 The next stage will involve appraising reasonable alternatives for the PSBNP. The findings of the appraisal of these alternatives will be fed back to the Parish Council so that they might be considered when preparing the draft plan.

12.2 Once the draft ('pre-submission version') plan has been prepared by the Neighbourhood Plan group, it will be subjected to SEA and the Environmental Report prepared for consultation alongside it.

12.3 Following consultation on the draft Neighbourhood Plan and the Environmental Report, the Neighbourhood Plan will be updated to reflect consultation comments. It will then be submitted to South Gloucestershire Council for publication and subsequent Independent Examination

Appendix A Document copies

- 12.4 At this scoping stage, the SEA Regulations require consultation with statutory consultation bodies. The statutory consultation bodies are the Environment Agency, Historic England, and Natural England. Consultees are invited to comment on the content of this Scoping Report; in particular, the evidence base for the SEA, the identified key issues, and the proposed SEA Framework.
- 12.5 The consultation period runs from Thursday 19th January 2023 to Thursday 23rd February 2023. Comments on the Scoping Report should be sent to:
- Fraser Young, AECOM
- Email address: fraser.young@aecom.com
- 12.6 All comments received on the Scoping Report will be reviewed and will influence the development of the SEA where appropriate.

