NEIGHBOURHOOD PLAN KEY ISSUES SCOPING SURVEY FINDINGS

Issue 1.1 19/04/2021

1.   Recognising need for additional housing

1.1 The need for additional housing primarily results from the huge increase in numbers of jobs within our community (some 30,000 jobs and only 1,900 resident workers).

1.2 The Local Plan appropriately identifies the issues of; climate change, environment, and sustainable travel and transport, which given the increase in the number of jobs, supports the argument for the provision of additional and affordable housing locally.

1.3 Additionally, there is a need to address the requirement for some natural growth.

1.4 New homes should be a series of smaller developments and not a single large development in order to maintain the character, individuality, and uniqueness of the parish.

1.5 Homes should be a mix of; social, affordable, family, executive, retirement, and care for elderly.

1.6 A 'housing needs assessment' would be required during the NP process to determine the requirements and the balance.

2.   Identifying potential scope and sites for new housing

2.1 The desire is not to turn the parish into a massive housing estate like a Bradley Stoke, but proportionate, medium scale growth should be seen as an opportunity that will allow enhancement of the local infrastructure and sustainability for local businesses and organisations.

2.2 The NP as identified by SGC should be a mechanism for 'ensuring the timely and efficient provision of infrastructure to support growing communities.

2.3 Key activities are to; identify sites where development has already been planned/sought, look at the layouts of the villages to consider where development could be considered.

2.4 There would be a need to re-assess existing flood risk (flood risk assessment required at an early stage) and consider re-defining green belt/settlement boundaries for some locations.

2.5 Review and plan location of land for travellers' sites, referencing SGC policy.

3.   Public transport services

3.1 The significant increase in local jobs and medium scale growth in housing would allow opportunity for improvements and additions to local bus and rail services.

3.2 At both Severn Beach and Pilning railway stations, as well as improved services, developments such as car parking, off-road drop-off and pick-up points, and foot bridges would make significant benefits.

3.3 Fully review bus services to meet the needs of both residents and Severnside commuters and open to ideas for new routes.

3.4 Train and bus companies need to work together to introduce an "integrated" timetable so that our railway stations can become "integrated transport hubs.

3.5 Endorse the proposals of Pilning Station Group.

3.6 Consider laying the foundations to make it easier to achieve the extension of the Metrobus into the area.

3.7 The opportunity to extend the electric scooter network into the parish should also be explored, working closely with Sustrans and other organisations on this.

4.   Roads and car parking

4.1 The parish is undeniably a rural area where the use of cars for residents, workers and visitors will continue to be important.

4.2 A network of roads needs to be maintained with an appropriate balance of free flow and safety to all users.

4.3 Car parking issues have been particularly highlighted during the lock-down periods. Car parking within the centres of Severn Beach and Pilning needs to be developed/preserved as should the end of New Passage and Shaft Road.

4.4 Car parking alongside the railway station in Severn Beach would bring solution to multiple issues within the village including use of the rail service.

4.5 Car parking to accommodate visitors to the sea wall for; angling, birding, walking, cycling, scooting, and jogging, etc. may need to be considered separately, e.g., by use of the old swimming pool site.

4.6 Car parks should funded by business, or be self-sufficient and pay their way with the minimum of burden on the Parish Council/SGC for upkeep and maintenance.

4.7 New housing design should include adequate parking provisions (allocated and unallocated spaces).

4.8 Electric vehicle charging points on new houses and for some unallocated spaces and public car parking areas will be needed.

4.9 In line with the above and addressing visitors' needs, consider the needs for Residents' Parking Schemes and changes to existing parking restrictions.

4.10 Consider adding/incorporating the existing document 'Rural Transport Strategy' (produced by Peter Tyzack).

4.11 Need to find ways of reducing the through-traffic in Pilning and other rat runs. Tighten up on HGVs travelling through.

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5. **Cycle ways and footpaths**

5.1 A good network of these is required to give opportunity for people to easily get around the community and to travel to local places of work. This would benefit both the environment and the fitness and wellbeing of residents.

5.2 The quality of existing roads is not good enough for safe cycling.

5.3 The existing 'definitive map' of footpaths/rights of way for the parish should be included in the NP. There are already 9 additions to the map being pursued. However, further review the existing public right of way network in the parish and identify opportunities to improve access including where future developments may be sited. Identifying any off-road routes that are regularly walked, cycled, or ridden that are not on the 'definitive map' and apply to get them added.

5.4 Check that all the roads and streets in the parish are adopted by SGC.

5.5 Ensure signage and create local walks and cycle routes in the parish.

5.6 Publish a plan on a Parish Council website.

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6. **Public green spaces and tree planting**

6.1 Public spaces improve the well-being (physical and mental) and communication within an area and also provide a sense of pride and ownership of the community.

6.2 New developments should include some public green spaces and existing green spaces should be reviewed regarding their usage and location.

6.3 Tree/hedge planting should be included in new developments and areas of land for potential tree planting around the parish identified.

6.4 Such areas shall be well maintained with adequate litter/recycling facilities in place to ensure they are environmentally responsible and a welcoming place to visit.

6.5 Consider green spaces in consultation with the Environment Agency, RSPB, WWT, etc.

6.6 Propose extensions of the Green Belt, e.g. southwards to meet the edge of Western Approaches, to compensate for areas lost to the GB by enlarging Pilning (see 2. above).

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7. **Community facilities**

7.1 A study should be carried out through stakeholder (residents, groups, and organisations within the community) engagement to assess the current and potential future requirements for facilities within the community.

7.2 The NP should reflect these requirements and identify where they exist or will be developed or re-located in the future.

7.3 Location should strive for centralisation with walking distances of no more than 800m, where practicable.

7.4 Facilities to be considered include:

· Community Centres/Community Halls

· Play areas, playing/sports fields, and sports facilities.

· Allotments (the NP should identify requirements for gardens with new housing)

· Schools and pre-schools

· Doctors' surgery/pharmacy

· Churches

· Youth facilities and organisations.

· Facilities for aging population

7.5 There should be Wi-Fi hubs available for the community.

7.6 Certain community / sports areas should be protected by the presence of CCTV.

7.7 Consider needs for Emergency Helicopter landing pads/sites within the parish.

8. Retail and Small Businesses

8.1 Although a policy of resisting the further loss of any commercial capacity within the villages would be maintained, consideration of the impact of additional housing and the large increase in jobs should be made in order to evaluate what requirements could be needed for the future, and what is the norm and proportional for a community of our size.

8.2 These could include retail shops, post offices, hairdressers, pubs, restaurants, takeaways, garages, etc. Such businesses are needed to make the community more sustainable and less reliant on travelling by car.

8.3 Although retail and small businesses will naturally be commercially focused, the NP should identify such commercial sites within the community and where appropriate preserve them from future re-development or change of use.

8.4 The plan could also consider new sites for example development at SB Station should be required to include retail space.

9. Large Commercial Developments

9.1 The NP should endorse and further strengthen the agreed limits for commercial development.

9.2 The old SGC Coastal Zone Policy should be adopted, i.e., new development, additional to that already agreed, is only accepted where it has to be in this area. Any new development that is justified needs to be within or contiguous to existing development.

9.3 Use of brown field sites before green field sites (as per Local Plan).

9.4 Minimising environmental impact by being; well designed, attractive with green open spaces, tree planting and ponds around them.

9.5 Securing funding for community use our of commercial developments

9.6 Getting existing businesses to contribute to the community and to maintain their plots/frontages/access roads. They and developers must consider their social and environmental responsibility as their long-term commitment to the area.

9.7 Commercial activity currently is very large scale with the bulk of available work for manual or distribution labour. There is a risk that the parish becomes too focused on this activity from a demographic perspective, and we do not achieve the diversification the parish may be seeking.

9.8 Small to medium commercial operations/buildings should be encouraged and land made available to them within the parish boundaries.