

Lydney Neighbourhood Development Plan 2014 – 2024

Examiner's Version 2
May 2015



Foreword



“ Welcome to the Lydney Neighbourhood Development Plan. This is possibly the most important document prepared by a Community Steering Group in

conjunction with the Town Council and its partners since the Town Council's formation in 1974.

If approved by the community it will give the local residents and traders a much greater say and more control over the shape of our own destiny. It is an “enabling plan” that will determine the way the town can develop should private enterprise or public bodies have the funds and desire to invest in our town or surrounding area.

The Town Council is grateful for the huge amount of work carried out by the Neighbourhood Development Plan Community Steering Group and Town Council Officers, without whose tireless efforts this Plan would not be the quality document that is presented to you today. This document emphasises the benefits of collaborative working between local organisations and the value of constant consultation with the community.

I would urge you all to read through this Plan and turn out to vote “yes” in the referendum to support its adoption in order that, collectively, we can secure Lydney's future economic and social wellbeing.”

Cllr Bob Berryman
Lydney Town Mayor





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Acknowledgements

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The NDP Community Steering Group

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Neil at Your-Website2.co.uk

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Photography by:

Lydney Town Council, Litchfield Morris, Page 14 Forest of Dean District Council

Page 36, Lydney Harbour ©Terry Hughes reproduced by kind permission

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Vision for Lydney



Introduction

Neighbourhood Development Plans are a new type of planning document. The Localism Act (2011) introduced Neighbourhood Development Plans (NDP) as policies that focus on local planning and give communities the opportunity to become involved in their future. NDPs give people a greater say in the planned development within their community and provide a focal point for local communities working with Local Authorities, Developers and other Stakeholders.



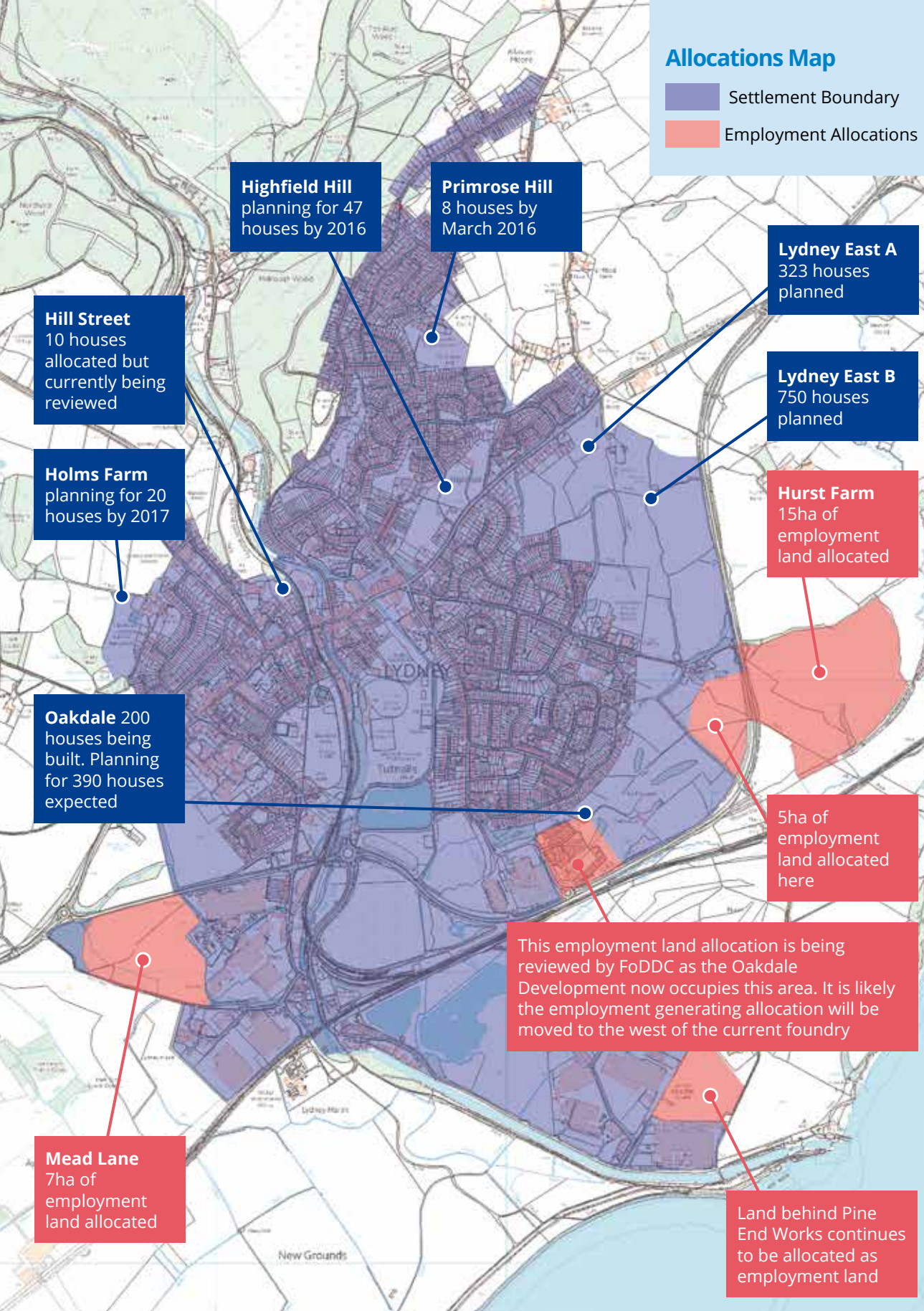
Lydney's Neighbourhood Development Plan (The Plan) is effective for 10 years from 2014 to 2024. The Plan firmly endorses and encourages community involvement, consultation and engagement in everything that affects the community; not just in relation to this Plan but with all local projects and initiatives in general.

This Plan provides an economic and socially sustainable vision for the future of the town, and sets out clear planning policies to realise this vision. These policies accord with higher level planning policies; the National Planning Policy Framework (March 2012), the Forest of Dean District Council's Core Strategy (adopted February 2012) and, through discussions with Forest of Dean District Council (FoDDC), has due regard to the draft Allocations Document currently being compiled by the Local Planning Authority despite it not having as yet, been formally adopted.

The Forest of Dean District Council's Core Strategy (CS) allocated the largest amount of new housing in the Forest to Lydney. The CS allocates "about 1,900 new dwellings in Lydney by 2026 and about 30 hectares of employment land and additional retail floor space¹". Core Strategy Policy (CSP) also provides for up to 200 further dwellings as part of a "mixed development" sited between the Harbour and the Town Centre as part of the Local Area Action Plan². Details of these FoDDC allocations can be seen on map 1.1.

¹ Forest of Dean District Council, February 2012, Core Strategy, CSP.12, p78

² Forest of Dean District Council, February 2012, Core Strategy, CSP.13, p78



1.1 Map showing where Forest of Dean District Council has allocated housing and industrial/employment land



Introduction

This Plan seeks not only to support sustainability of the local population as it continues to grow, it also aims to meet positively the associated changes which lie ahead.

The Plan aims to ensure that Lydney's infrastructure grows with the expansion of the new housing developments and industrial units to make a cohesive and prosperous town; one that is socially inclusive and community minded.

The Plan has evolved through public consultation with local residents, community groups and partners. Details of the consultation have been recorded in the Consultation Statement which provides detail of the processes followed, demonstrating that it fully accords with the requirements of the Localism Act.

The Consultation Statement can be found on the website www.lydneyndp.org.uk. This consultation process meets the requirements of Regulation 14 of the Neighbourhood Planning (General) Regulations 2012³.



The Plan has been amended, where appropriate, in response to both public and statutory consultation comments received.

Large amounts of reports and documents were used in the preparation of this Plan. This "Evidence Base" lends support to The Plan and documents are available via the NDP Website (www.lydneyndp.org.uk).



³ Department for Communities and Local Government, The Neighbourhood Planning (General) Regulations, 2012, Part 5, p 4 of 17



What Area does The Lydney NDP Cover?

The Plan covers the Parish of Lydney, having due regard and drawing on the views of neighbouring parishes.

Notice of a Designation of a Neighbourhood Area

relating to Lydney

LOCALISM ACT 2011

TOWN AND COUNTRY PLANNING ACT 1990 Sections 61F-G
NEIGHBOURHOOD PLANNING (GENERAL) REGULATIONS 2012
FOREST OF DEAN DISTRICT COUNCIL

The Forest of Dean District Council hereby gives notice that on 17 January 2013, it agreed to designate the parish of Lydney as a Neighbourhood Area within the meaning of Section 61G of the Town and Country Planning Act 1990, pursuant to an application from Lydney Town Council.

A map identifying the designated area is available on the Council's website or at the Council Offices, High Street, Coleford, Gloucestershire, during normal office hours.

Dated this 21st day of January 2013

Peter Williams
Group Manager Planning and Housing



**1.2 Map showing
Lydney's NDP
designated area
outlined in red**

Pear Technology Services Ltd;
Email info@peartechnology.co.uk
Maps based on Ordnance Survey
MasterMap or 1:25000 Mid-scale data
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The Plan Process

Representatives from both the community and business groups in Lydney have worked together to prepare this Plan. A Community Steering Group comprising local residents, local groups and interested parties, operating under the auspices of Lydney Town Council and chaired by Cllr Brian Pearman have undertaken its collation and submission.

- ✓ Introduction of the Localism Act 2011 and Planning Reform 2012.
- ✓ In April 2012 Lydney Town Council and its Community began discussing developing a Neighbourhood Development Plan. A group was formed to ascertain support for this proposal and further this aim.
- ✓ In August 2012 a Statement of Intent was sent to Forest of Dean District Council (Local Planning Authority), together with an outline map of the proposed designated Parished area (map 1.2).
- ✓ On 8 November 2012 the Forest of Dean District Council acknowledged Lydney's NDP Community Group as a correctly constituted body and gave their consent in support of a Neighbourhood Development Plan.
- ✓ NDP Area designation date 17 January 2013
- ✓ In January 2013 a Lydney Public Town meeting was held. At this meeting a presentation of the NDP process was explained and the main issues were identified.
- ✓ Community workshops, public meetings and Councillor Surgeries were held, as well as statutory consultations on education, healthcare, transport and flood alleviation.
- ✓ NDP Community Steering Group prepares visionary objectives and drafts The Plan.
- ✓ In September 2013 a 12-week public consultation began with input also requested from Community and Statutory Bodies.
- ✓ The NDP website and Facebook page were launched encouraging comments and feedback; a newsletter explaining the NDP process and summarising the draft Plan was posted to 10,000 addresses in the wider Lydney parish area; and hard copies of the draft Plan were hand delivered to town shops and businesses.
- ✓ Meetings held with the Forest of Dean District Council to discuss the draft Plan and the Local Planning Authority's draft Allocations document.
- ✓ In January 2014 the consultation feedback was collated and reviewed, and The Plan was amended, where appropriate, to reflect comments received.
- ✓ In March 2014 the amended Plan was refined and the final version – the Examiner's Version – printed and submitted to Forest of Dean District Council with supporting documentation.





Lydney Today

Lydney is an historic market town frequently referred to as “The Gateway to the Forest”, being bordered to the west by the Forest of Dean, and to the east by the River Severn. It is a fairly compact town with the main concentrations of housing being somewhat elevated from the centre, not all parts are well connected to the centre. Lydney acts as an important economic and transport hub for the surrounding villages and wider community.



The River Lyd flows through the town joining the Severn at the Harbour. Lydney receives tidal flows from the Severn and is situated on a flood plain. Flooding is an issue for Lydney both from the River Lyd and the tides from the Severn; Lydney has been defined as a Flood Zone 3 by the Environment Agency.

Lydney has two main recreation areas; Bathurst Park* and the Recreation Trust Grounds.** A third area much used and valued by the residents is the Harbour, which whilst accommodating the Yacht Club also provides public access for walking, dog walking etc. Lydney's open space provision is recognised as the best in the area.

* The Bathurst Park and Recreation Ground Trust

** Lydney Recreation Ground Trust



Lydney Population

The Lydney NDP designated area has a population of 9,993 residents in 4,263 households⁴. Of the 9,993 residents:

1,945 are aged 1-16 years

6,115 are aged 17-65 years

1,933 are aged 66+ years

Employment opportunities in Lydney mainly exist in the retail sector, education, care services and manufacturing; Lydney's largest employer being JD Norman (formerly the Federal Mogul site) a metal component manufacturing company. Lydney has a strong independent retail offering and much of Lydney's current office accommodation is based in converted buildings in the Town Centre. There are a range of industrial units spread over several sites within Lydney; The Harbour Industrial Estate, Hurst Farm, Church Road and Mead Lane.

⁴ Office of National Statistics, 2011 census, Ward 009 (Middle Layer Super Output Area) dataset KS102EW

⁵ Office of National Statistics, 2011 census Ward 009 (Middle Layer Super Output Area) dataset KS601EW

⁶ Office of National Statistics, 2011 census, Ward 009 (Middle Layer Super Output Area) dataset QS119EW

From the 2011 Census, 5,084 of the 16 to 74 year olds are economically active from a total of 7,212⁵.

Managers/Professional and Technical	34.2%
Skilled/Process/Plant & Machinery Ops	22.3%
Elementary/Caring & other Services	23.9%
Admin/Secretarial	10.8%

There is a high level of commuting out from Lydney, with people working in areas such as Gloucester, Chepstow and Bristol. At the time of the 2001 Census and the "Out Commuting from the Forest of Dean" study, 1,282 of 4,260 economically active residents commuted out of the area to work.

Within Lydney there are areas of deprivation. The dimensions of deprivation are indicators based on the four selected household characteristics - employment, education, health and disability, and housing. Of the total 4,263 households in Lydney 1,440 are deprived in one dimension, 938 are deprived in two, 185 are in three deprivation dimensions and 6 households are in all four dimensions⁶.



Lydney Environment

Lydney community values its environmentally rich and diverse location, the “special places” that exist within the area, which add to its natural feel. “Lydney Town Marsh and Sidings” is a Key Wildlife Site designated by Gloucestershire Wildlife Trust (see map 1.3). The Severn Estuary European Marine Site is designated a Ramsar site, Special Area of Conservation (SAC) and Special Protection Area (SPA).

To the south-east of Lydney town down to the edge of the Severn Estuary is the “Lydney Cliff” Site of Special Scientific Interest (SSSI) and Regional Important Geological Site (RIGS). The area to the south and west of the Harbour and Harbour Road is a Strategic Nature Area (SNA) called “Aylburton”. This SNA is also a priority area for biodiversity enhancement particularly for coastal habitats, wet meadows and grazing marsh.

“ Areas of saltmarsh are dwindling in the UK as a whole, therefore the Severn Estuary saltmarsh (over 1100 hectares in total) is increasing in value as a wildlife habitat. It is an important component of the Severn Estuary SSSI, SPA and SAC. Saltmarsh vegetation holds sediment from the Estuary, in some cases maintaining a natural intertidal “buffer” for flooding and high waves. The management of the saltmarsh, including the intensity of grazing, affects not only the wildlife value of this habitat, but also maintenance of the net area of saltmarsh on the Severn Estuary. Larger areas of saltmarsh and mudflat are found around New Grounds (at Slimbridge - Headquarters for the Wildfowl and Wetlands Trust), Lydney, Beachley and Sedbury. These habitats provide important feeding grounds for wading birds, migratory wildfowl and fish (at some or all stages of their life cycles)”⁷.



This Plan also intersects the Wye Valley Forest of Dean Bat Sites Special Area of Conservation (SAC) which is a 142.70 ha area made up of several sites used by lesser and greater horseshoe bats for breeding and hibernating. Other bat species found in these sites include brown long-eared and Natterer's bats. Outside the designation of Lydney's NDP area is another SSSI on the edge of Bream called “Devil's Chapel Scowles”.

⁷ Severn Estuary Coastal Group, 2010, *Severn Estuary Shoreline Management Plan Review*, p43

Lydney Heritage

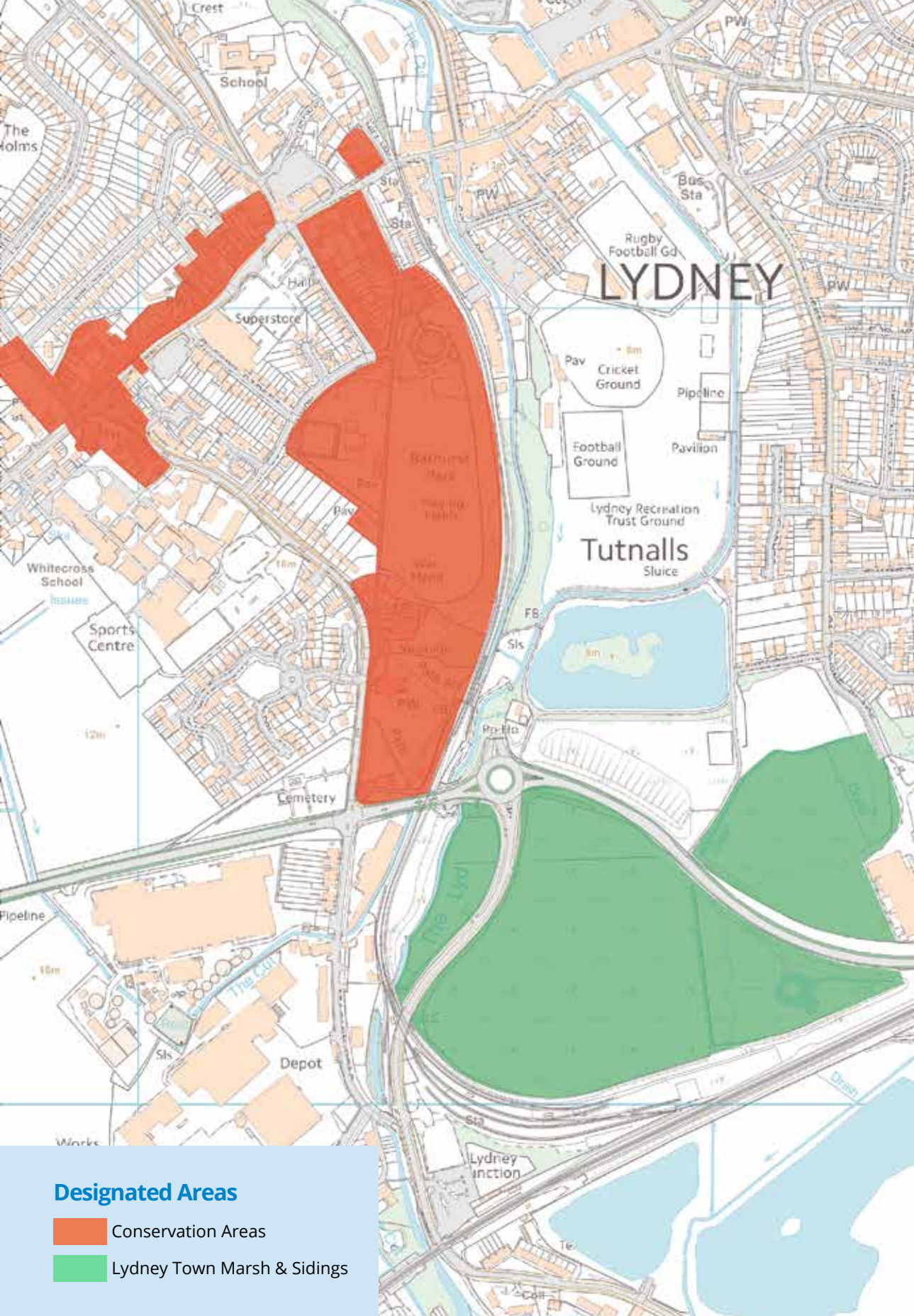
Lydney's history and its heritage underpins Lydney itself; its Roman remains, echoes of its legendary ship building and industrial era, are still present today.

There are four Scheduled Ancient Monuments in Lydney; the Harbour, the Village Cross, Little Camp Hill and Lydney Park Camp and Roman remains. There are nearly 70 listed structures and over 500 entries on the County Historic Environment Record in the Lydney NDP area. Since 2005 Lydney has embraced two distinctive Conservation Areas (see map 1.3) centred on the Town Centre and Bathurst Park, and St Mary's Church and its precincts, which is a particularly significant heritage asset being special not only as an historic building but also as an important landmark within Lydney. The need to conserve areas of Lydney arose out of local concern about safeguarding locally important buildings against fairly radical changes to the character of the town at the time⁸.





Lydney has a range of facilities serving the community as a whole, for example; a library managed by Gloucestershire County Council, a Town Hall and Community Centre run by local groups, and a sports centre managed by Forest Leisure. There are two doctors' surgeries in Lydney and a Community Hospital which provides 21 in-patient beds and performs minor operations and procedures. Lydney is well served by three primary schools and the Dean Academy which provides education for children aged 12-16 year olds.

⁸ Forest of Dean District Council, 4th August 2005, *Lydney Conservation Area Character Appraisal*, p2



Designated Areas

-  Conservation Areas
-  Lydney Town Marsh & Sidings

1.3 Map showing the Conservation Area and the Key Wildlife Site “Lydney Town Marsh and Sidings”, which are located in Lydney

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Maps based on Ordnance Survey MasterMap or 1:25000 Mid-scale data
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A Vision for Lydney

Vision Statement

“ The Vision is to develop Lydney over the next 10 years and beyond as a thriving, prosperous, safe, integrated and attractive market town, serving its rural hinterland and as a centre from which to visit the area's attractions, promoting:



- ▶ The area's own unique identity for residents and visitors.
- ▶ A sustainable mixed community with jobs, homes and facilities for all, including younger residents as well as the retired community; where long-distance commuting for work or leisure is a choice rather than a necessity.
- ▶ Opportunities for local people to voice their aspirations; where local talent and skills are encouraged and developed with special support for entrepreneurial visions which can be used in achieving strategic solutions.”

The aim of this Plan is to retain and enhance the traditional values of our community and market town heritage ensuring that future development in Lydney reflects the community's needs and aspirations whilst incorporating new technology where appropriate. The built environment should be compliant with local and national policies, but above all should enable all sectors of our community to enjoy a sustainable and well balanced way of life.

Although the town will grow, it should remain reasonably compact continuing to have a close relationship with the open countryside around it. It is important that a balance is maintained between the growth of the town and its rural natural setting and quality of its open spaces and recreational areas.

Lydney needs to meet and provide a range of different uses as well as that of housing – that is; employment, shopping, and community facilities; including health and educational provision. It's important that good car, public transport, walking and cycling access are also provided.

Lydney has a strong independent retail offering. However, it needs focus within the Town Centre, which a lively weekly farmer's market would provide. This is frequently cited by local people as an element required in a thriving market town. Lydney also has the potential for an attractive industrial development in the Harbour area offering a range of industrial warehouse units. This area provides brownfield site opportunities, which should be explored further.

Much of Lydney's current office accommodation is based in converted buildings in the Town Centre. Local people and businesses believe there is a shortage of good quality and primary office space. This is reflected by Forest of Dean District Council's studies which highlight the need for modern office accommodation, with demand for small flexible units also requiring consideration.

To achieve this vision of retaining and enhancing the traditional values of our community, whilst ensuring that in the future the community's needs and aspirations are met, Lydney has developed this Plan.



2

Policies for Sustainable Growth



Lydney Neighbourhood Development Plan Policies

Lydney has an important role to play in the economic, social and cultural success of the Forest of Dean. The Lydney Neighbourhood Development Plan, and the policies contained herein, set out how we believe the demands that come with this role can be positively accommodated. This means planning for positive growth, whilst ensuring that what is most special and distinctive about Lydney; its rural nature, green space, heritage and history are protected, retained, and where possible further enhanced.

This Plan concerns itself with the next ten years, which will see difficult challenges facing the town. To enable Lydney to adjust positively to these changes, and the inevitable demands on the local community in general, it is important to anticipate and plan for growth and improve infrastructure to ensure that Lydney is socially integrated and economically viable, whilst also retaining its heritage and natural environment.

This Plan, its policies and supporting statements are Lydney community's response to how we can positively meet the demands of the next ten years and contribute to making Lydney a thriving town.





Protecting the Environment

Biodiversity is at the very heart of sustainable development and can contribute positively to social cohesion, community well-being and quality of life. The Lydney Neighbourhood Development Plan (The Plan) seeks to ensure that protecting, and wherever possible enhancing Lydney's biodiversity is given the highest priority when considering planning matters.

Adhering to National and European policies, Lydney's protected species are identified in the Natural England Protected Species List⁹ and European Protected Species List¹⁰. Protected habitats and Conservation Areas are afforded protection under existing National and European policies which this Plan endorses.

Strategic Environmental Assessments (SEAs) and Biodiversity studies should be completed as appropriate. Furthermore, due regard and thought for Lydney's sustainability and biodiversity should be included in each and every planning application¹¹.

There are some important principles which must be upheld in order to protect Lydney from unsustainable expansion. In particular, ensuring Lydney does not expand to meet the neighbouring settlements of Yorkley to the north, Blakeney to the north-east, Bream to the north-west and Aylburton to the south-west. In order that Lydney's rural appeal, its heritage borne out of being accessible by road, rail and sea, and its history remain, we wish to retain our unique identity and ensure Lydney remains contained within a defined area (see map 1.4). For this reason, the Lydney parish area was chosen as the NDP area, as this provided a larger area than the town itself and thus allowed the protection of the open space between Lydney town and the surrounding settlements to be addressed.



Lydney's existing waste sites are covered by Gloucestershire Waste Core Strategy which was adopted in November 2012. Policy WCS 11 entitled "Safeguarding Sites for Waste Management"¹² ensures that existing and allocated waste sites will normally be safeguarded by local planning authorities.

Gloucestershire County Council monitors mineral and waste within the county each year and produces the Authorities Monitoring Report.¹³ The 2011/2012 Authorities Monitoring Report identifies the existing waste sites in Lydney as: Bendalls of Lydney in Harbour Road, Biffa UK site and Sita UK site both on Lydney Industrial Estate, Federal Mogul (now known as JD Norman) in Tutnalls and LSG Contracting Ltd in Unit 48 on Lydney Industrial Estate. A full list of waste sites can be found in Appendix E of said Report.

⁹ Natural England, *Protected Species List*, [online] [Accessed 26th February 2014] Available from: www.naturalengland.org.uk/Images/ProtectedSpeciesLists_tcm6-25123.pdf

¹⁰ The Conservation (Natural Habitats, &c.) Regulations 1994, Part Two, regulation 38, Schedule Two

¹¹ Department for Community and Local Government, March 2012, *National Planning Policy Framework*, Section 11

¹² Gloucestershire Waste Core Strategy, November 2012, Page 78

¹³ Minerals and Waste Authority Monitoring Report 2011- 2012, Gloucestershire County Council



The Lydney Neighbourhood Development Plan endorses the cataloguing and publication of existing Tree Preservation Orders (TPOs) and the necessity to continually monitor and add to this schedule as appropriate. It is recognised that there may be a necessity to sympathetically pollard/address remedial tree works in order to ensure species remain healthy. The Plan advocates the replanting of same species where there has been a necessity to remove a tree bearing a TPO.

Developments which preserve and enhance natural views and which provide open spaces and community woodland utilising natural landscape features such as water courses, trees and hedgerows and connects these spaces with others in the town will be encouraged.

Planting programmes for new developments will incorporate local arboreal species, such as Alder, Ash, Beech, Birch, Blackthorn, Dogwood, Hawthorn, Hazel, Holly, Hornbeam, Lime, Oak, Wild Cherry and Willow.

The Plan endorses the importance of open space in Lydney and the need to enhance it and protect it for future generations.

The River Lyd, and tributaries, the Cut, the canal, ponds and the estuary are features which offer opportunities for enhancement with respect to informal recreation and wildlife. In addition to their cultural and landscape value they offer a significant biodiversity resource. This is typified by, but not limited to their fish populations.

Any opportunities to protect and improve habitat for both fishes and mammals, improve the connectivity of the Lyd to the Severn Estuary for migratory fish species, including European eel, and maximise the leisure potential, should be encouraged and embraced.

LYD ENV 1 – Preservation of Open Space

There will be a strong presumption against any development outside the settlement boundary of Lydney as defined by map 1.4, p19.

LYD ENV 2 – Protecting the Natural Environment

Applications should respect the natural environment and terrain and demonstrate how it can be enhanced. Developments that do not comply with these issues will need to demonstrate why including them would not be feasible.





1.4 Map showing the location of Lydney Settlement Boundary and surrounding areas

Housing

For Lydney to be a vibrant place to live and work, a broad range of people at different life stages need to be accommodated to create a balanced community. To enable this to happen, it is necessary for housing to reflect the occupants' needs.

The NDP public consultation has highlighted the necessity for additional tailored accommodation which meets the needs of older people. Older people down-sizing their property or with limited mobility prefer to have small properties within easy access to the Town Centre and its amenities; accommodation that includes facilities which reflect their mobility/aging needs to ensure their continued independent living.

To retain Lydney's built heritage a Design Statement is currently being developed to guide developers and householders. It is important that new residential developments are in keeping with the surroundings and that the correct building materials are used during construction.





This Plan is pro-growth and understands the necessity of balancing and weighing the use of Greenfield and Brownfield land contained within the CS¹⁴.

Lydney's rural character should be retained and new housing should make a positive contribution to a low carbon economy. The community of Lydney believes it to be important to ensure that new developments achieve the highest standards of energy efficiency.

The proposed site is a brownfield site and next to the River Lyd. The site has potential habitats used by protected species including bats and is hydrological connected to the Severn Estuary Special Area of Conservation (SAC)/Special Protection Area (SPA) and Ramsar. The River Lyd is an important green corridor and should be protected as a key element of any future proposal, possibly providing connectivity to the woodlands of the Wye Valley and Forest of Dean Bat SAC.

Habitats (including the builds) and species on and adjacent to the site, need to be fully taken into account at the earliest stage of project development, to ensure adverse impacts protected sites and species are integrated into any proposal.

LYD HOUS 1 – Housing for Elderly People

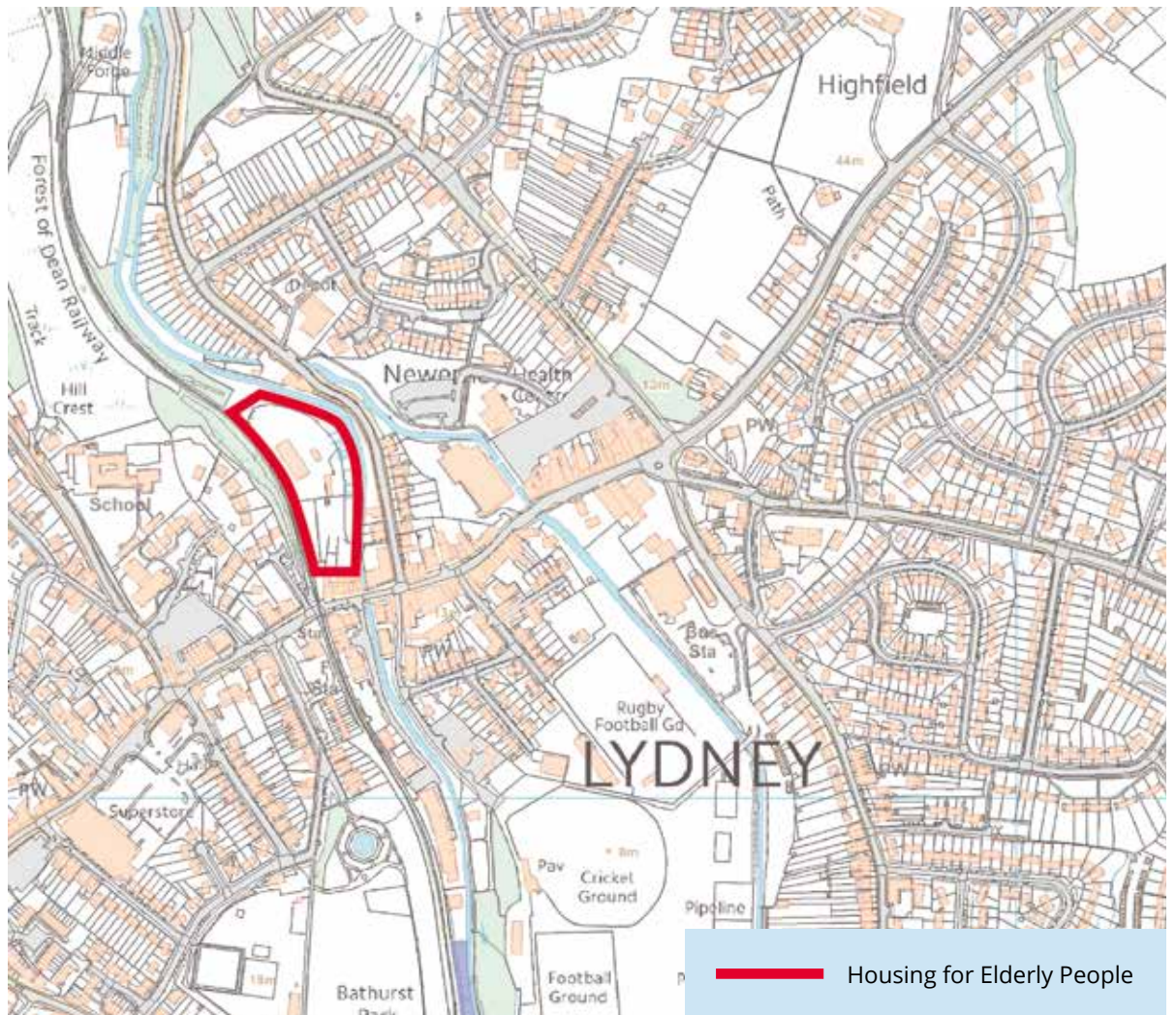
Planning applications will be sought for well designed residential accommodation suitable for elderly people's needs in the area shown in map 1.5, p22.

Applications must be supported by an appropriate level of ecological assessment and mitigation that if necessary addresses the status of any protected features affected and any associated mitigation.

¹⁴ Forest of Dean District Council, February 2012, Core Strategy, p54



Housing



1.5 Area in Lydney identified for Housing for Elderly People

Lydney Town Centre Improvements

Lydney's heritage as a market town is important and improvements to the Town Centre are seen as vital if Lydney is to continue to be a sustainable and vibrant market town. Lydney's historic environment plays an important role in achieving a successful and vibrant Town Centre. Improvements to the Town Centre (as defined in map 1.5 on page 24) should reflect Lydney's heritage with the installation of any modern infrastructure being as unobtrusive as possible.

Such development should not hinder community use for events ie local food markets. The Town Council and any correctly constituted group will continue to explore the case for public acquisition of any significant community land assets. Any improvements to the Town Centre should aim to:

- ▶ increase footfall
- ▶ provide a strong focal point
- ▶ protect Lydney's heritage
- ▶ create an entrepreneurial environment
- ▶ provide flexibility to meet the changes of the future.

The feedback received during public consultation shows that High Streets and Town Centres must become multifunctional social centres, not just competitors for stretched consumers. Retail is one element, but not the only element. Town Centres should offer experiences and opportunities that are not available elsewhere, rooted in the interests and needs of local people, as well as being flexible within our rapidly changing society.



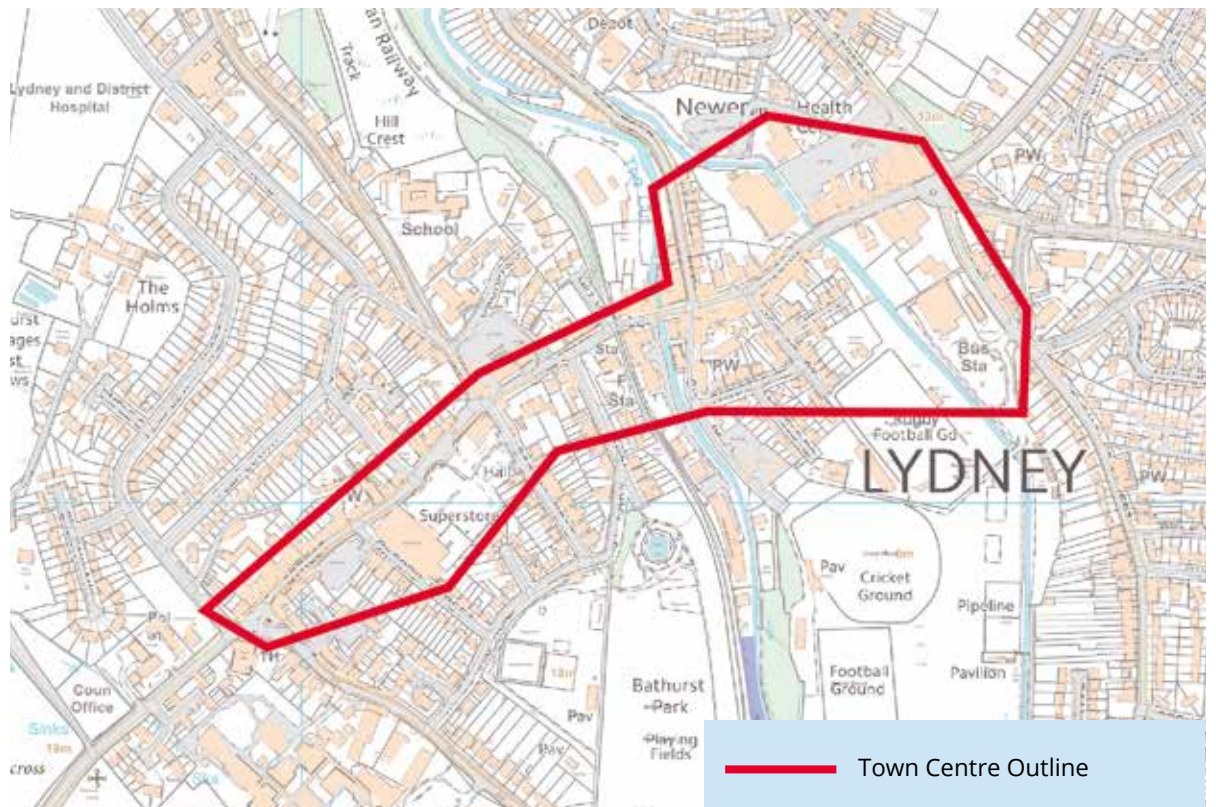


Lydney Town Centre



This Plan acknowledges a requirement for extra supermarket provision for Lydney to cater for peoples' different shopping habits and needs. People who shop in supermarkets also shop in craft shops, local farmers markets etc.

Two major supermarkets, Sainsbury's and Asda, have investigated the possibility of a Town Centre site and concluded that no site is currently available.



1.6 Map outlining the location of Lydney's Town Centre

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Maps based on Ordnance Survey MasterMap or 1:25000 Mid-scale data
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Lydney Town Council seeks to work with the Local Planning Authority to ensure that Lydney Town Centre remains viable and thrives whilst reflecting and enhancing its market town heritage. The Forest of Dean District Council's Core Strategy has allocated 1,500m² of comparison and 600m² of convenience additional retail floor space in the Town Centre as part of a Town Centre redevelopment.

It will be necessary to seek expert Town Centre advice in order to gain a fresh, innovative view for improvements including shop frontage design, improved signage, architectural lighting etc.

Public safety is also an important factor, traffic calming measures should be considered in relation to any Town Centre improvement plans.

This policy supports a move to "local control" or ownership of the town's main car parks with a view to implementing local parking policies appropriate to a small market town should the Local Planning Authority choose to relinquish such assets.



LYD CEN 1 – Lydney Town Centre Improvements

Planning applications concerned with the Town Centre, shown in map 1.6 p24, should demonstrate how they will prioritise and where possible contribute directly to raising its economic sustainability, increasing footfall, providing a strong focal point and protecting Lydney's heritage*.

It will also be necessary to ensure that larger footprint development can be sensitively accommodated without causing undue harm to heritage assets.

Development contributions will be sought to assist in the Town Centre re-development.

* Heritage policies contained in the FoDDC CS and the NPPF need to be followed and all development must be undertaken in accordance with these policies. In regard to the historic environment the CS, specifically Policy CSP1 – Design and Environmental Protection (p38) and Spatial Strategy paragraph 5.4 (p32) apply.

Water Management

Flooding remains an issue for Lydney given its proximity to the River Lyd and that it was built on a flood plain. As previously noted Lydney has been defined as a Flood Zone 3 by the Environment Agency.



Lydney is situated on the St. Maughans Formation which is classified as a Secondary A aquifer capable of supporting local water supplies and an important base flow to rivers. This groundwater resource is potentially vulnerable to pollution and as Lydney has an industrial history it is assumed that there are pockets of contaminated land around the area. The European Union's Water Framework Directive aims to prevent deterioration of aquatic ecosystems and River Basin Management Plans implemented by the Local Planning Authority can help deliver the Water Framework Directive objectives.

As areas of vegetation are replaced by impermeable concrete and tarmac, they lose their ability to absorb rainwater. This rain is instead directed into surface water drainage systems, often overloading them and causing localised floods. New developments must not be allowed to exacerbate the current situation. Water must therefore be held on site for longer and not just passed downstream; Sustainable Drainage Systems (SuDS) should be incorporated to minimise or eliminate water discharges from the site. If all future development sites incorporated SuDS, Lydney flood issues and town sewer incapacity would be less problematic.

The paradigm of SuDS solutions should be that of a system that is easy to manage, requiring little or no energy input (except from environmental sources such as sunlight, etc), resilient to use, and being environmentally as well as aesthetically attractive. Examples of this type of sustainable system incorporate ponds, swales and permeable paving. SuDS features should be an integral part of any development, such as reed beds and other wetland habitats that collect, store, and filter dirty water along with providing a habitat for wildlife.

SuDS are usually cheaper to maintain than conventional drainage methods, improve the quality of the water entering the watercourse, provide ecological benefits, help areas adapt to climate change and can significantly contribute to the quality of a development through their amenity, biodiversity and social benefits. The re-use of grey water should also be considered.



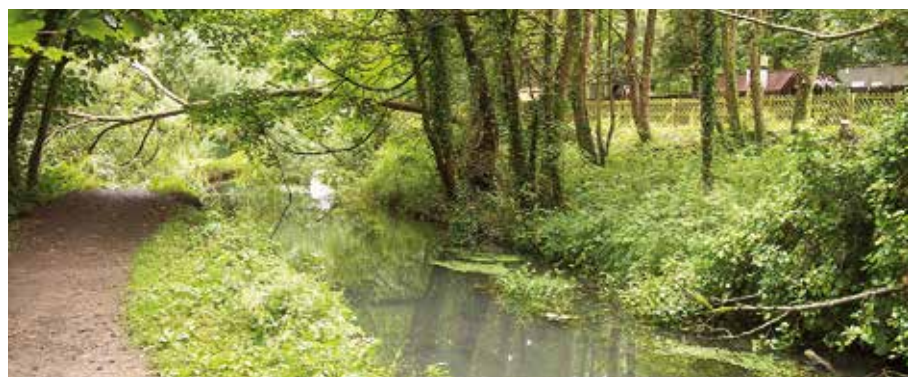
This Plan endorses SuDS management train concept. This involves the following hierarchical approach to the management of surface water:

- 1 Prevention – the use of good site design and site housekeeping measures to prevent run-off and pollution, and rainwater re-use harvesting.
- 2 Source Control – control of run off at or near its source (eg soakaways, other infiltration measures, green roofs, pervious pavements).
- 3 Site Control – management of water in a local area or site (eg routing water from building roofs and car parks to large soakaway, infiltration or detention basin).
- 4 Regional Control – management of run-off from a site or several sites, typically in a balancing pond or wetland.

When considering proposals in locations at risk of flooding the Council will, where appropriate, seek to avoid flood risk in the first instance by requiring applicants to demonstrate that there are no suitable sites for the development in areas with a lower risk of flooding. Where this is shown not to be possible, proposals should be supported by an appropriate assessment of flood risk from all sources and should demonstrate that they will not increase the risk of flooding elsewhere. The predicted effects of climate change on peak river flows and rainfall intensity should form an integral part of the assessment.

In addition to the flood risk and sustainable drainage issues set out above, good water management should also be focused on water conservation. Water conservation measures in new developments will not only save homes and businesses money, but will also help to protect drinking water resources, reduce the need for expensive water supply and waste water treatment facilities, minimise water pollution and help to maintain the health of aquatic ecosystems.

This Plan supports developments that incorporate water conservation measures. The Water provisions within the Code for Sustainable Homes and the Building Research Establishment Environmental Assessment Methodology (BREEAM) standards provide useful guidelines in this respect.



LYD GEN 1 – Water Management

All development proposals (residential, retail and commercial) must make adequate provision to manage surface water sustainably through the use of SuDS on site. The appropriate SuDS method(s) will vary depending on the characteristics of the site and the proposed development but all proposals should follow the SuDS management train hierarchy of prevention, source control, site control and regional control.

Where relevant, proposals should have regard to land contamination issues and the status of the receiving waterbody under the Water Framework Directive.

The individual strategies must be agreed with Severn Trent Water, the Environment Agency and the Planning Authority and identify:

- ▶ the integration of Sustainable Drainage Systems (SuDS) methods into the project
- ▶ any infrastructure improvements and how these will be delivered.

Developments that do not contain these specifications must clearly show why this would not be feasible and/or viable.

Internet Connectivity



The provision of good telecommunications is increasingly important to Lydney. New developments should aim to contribute to and be compatible with local fibre or internet connectivity. New developments which provide “Connectivity Statements” provided with relevant planning applications are to be encouraged.

Connectivity Statements can consider such aspects as:

- ▶ the intended land use and the anticipated connectivity requirements of the development
- ▶ known nearby data networks and their anticipated speed (fixed copper, 3G, 4G, fibre, satellite, microwave, etc)
- ▶ realistic assessments of connection potential or contribution to any such networks.

Where possible and desirable, additional ducting should be provided that also contributes to a local access network for the wider community. All ducting installations should comply with the best practice detailed in the latest version of the National Joint Utilities Group “Guidelines on the Positioning and Colour Coding of Underground Utilities’ Apparatus”.

LYD GEN 2 - Fibre to Residential, Retail and Commercial Premises

New developments must ensure Broadband infrastructure can be provided to guarantee a minimum symmetrical speed of 25Mbps (Mega Bytes per second) and with realistic future proof upgrades available.

Developments that do not provide this ability must clearly show why this would not be feasible and/or viable.

This policy should be reviewed in 3 years.

Highway & Pedestrian Infrastructure

All means of transport within Lydney need to be integrated, free moving, safe and sustainable, throughout and within the area, as accessibility and ease of movement are essential to the economic and social life of the town. Lydney acts as an important transport hub for the surrounding villages and wider community.

Lydney Town Council will work with all the key strategic partners to deliver and improve Lydney's transport infrastructure. This Plan supports several discreet parts working in harmony to make changes to Lydney's transport infrastructure and support the community:

- 1 The Lydney Transport Strategy 2013 jointly prepared by Gloucestershire Highways and Forest of Dean District Council.
- 2 The Lydney Station Master Plan Report prepared by Network Rail working in consultation with stakeholders.





Roads

The poor road system within the town and its inability to support the growing number of vehicular movements to and from the settlements especially north of Lydney is of great concern. There is a need to drastically improve the road network to ensure free access through the town from settlements surrounding Lydney without causing congestion and air pollution.

This Plan identifies the issues to be addressed, which in order of priority are;

- 1 Bream Road/Hill Street junction – this junction feeds the B4231 road from Bream, Coleford and beyond into the Town Centre. A relatively high proportion of the traffic is heavy goods traffic. This is also the main access to Lydney C. of E. Community Primary School and the Hospital. At peak times this junction becomes heavily congested. There is also on-going concern relating to air quality which is currently being monitored via Forest of Dean District Council's Air Quality Management Team.
- 2 Forest Road/Newerne Street junction – this junction feeds the B4234 road from Parkend, Lydbrook and beyond into the Town Centre. This also carries a relatively high proportion of goods traffic into the Town Centre. This area of the town is an extremely narrow shopping area with much pedestrian movement.

- 3 A green pedestrian and cycleway link connecting Swan road to the bypass and onward to the rail station and harbour (Swan Road Link).
- 4 In the Tutnalls/Harrison Way area there is a high volume of peak time traffic, which could be alleviated by providing a link via Naas Lane to the proposed Spine Road from Highfield Hill to the bypass.

The Lydney Neighbourhood Development Plan supports work addressing the priority list above and will work with partners to deliver transport infrastructure which the local community considers is needed in the town/parish area and which addresses the safety concerns and the needs associated with growth.

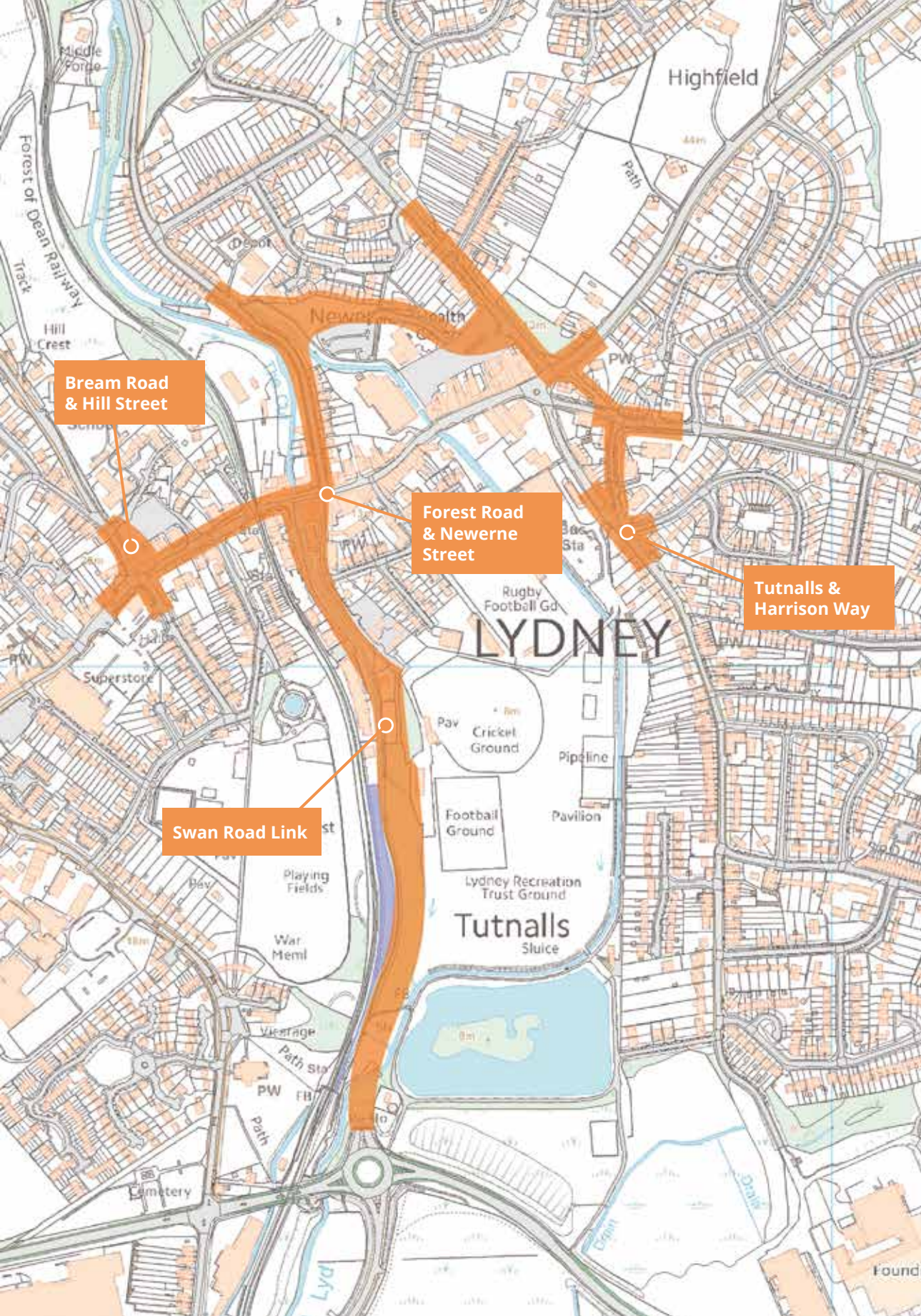
All developments likely to have a traffic impact on the network must complete a Transport Assessment/Statement and where necessary a Travel Plan. These would be reviewed against the Highway Agency's policy document "The Strategic Road Network and the Delivery of Sustainable Development".

The Lydney Neighbourhood Development Plan also wishes to reflect its commitment to working with strategic partners to achieve the following:

- ▶ an appropriate investigation of the traffic generation aspects of proposed development on the roads in close proximity to the proposed development
- ▶ highway improvement, traffic management and public transport measures to be agreed and implemented, using Gloucestershire County Council Local Transport Plan funding and developer contributions.

LYD TRAN 1 – Improvements to the Highway Infrastructure

New developments should demonstrate how access roads will address the free use of both public transport and traffic, addressing adequate car parking to avoid route obstruction. Development proposals should explain how estate roads will integrate with the existing roads and avoid creating congestion between access roads and the existing roads.



1.7 Map showing the location of traffic issues in Lydney

Pear Technology Services Ltd; Email info@peartechology.co.uk
Maps based on Ordnance Survey MasterMap or 1:25000 Mid-scale data
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Footways and Cycle Ways

Public Rights of Way are a valuable recreational resource which must be protected for future generations. There are guidelines in place to ensure that developers and the District Council provide for these paths when seeking to modify paths under the Town and Country Planning Act 1990. Particular attention needs to be paid to DEFRA Rights of Way Circular 1/09. In particular Section 7 "Planning Permission and Public Rights of Way" which states¹⁶:

“ In considering potential revisions to an existing right of way that are necessary to accommodate the planned development, but which are acceptable to the public, any alternative alignment should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made up estate paths through landscaped or open space areas away from vehicular traffic.”

A good network of signposted Public Rights of Way, including footpaths and cycle routes in Lydney will allow safe access to paths/footways/cycle routes. This Plan embraces the key principles outlined in the Natural England Guidance on "Local Transport Plans and the Natural Environment" and specifically wishes to reduce transport carbon emissions and promote accessibility for people to walk, cycle or take public transport.

LYD TRAN 2 – Pedestrian Infrastructure: Safer Walking

A linking network of signposted Public Rights of Way will be developed connecting key areas such as the Town Centre, Railway Station, Harbour and leisure areas (see map 1.8).

A mixture of developer contributions and funding will be sought to achieve this.

In consultation with the relevant statutory bodies careful consideration will be given to the promotion of PRoWs around the estuary to avoid impacts on the nature conservation assets of the Severn Estuary, these may include interpretation and/or promoted alternative routes/permitted paths.

¹⁶ DEFRA, October 2009, *Rights of Way Circular 1/09, "Guidance for Local Authorities"*, Version 2, para 7.8





LYD TRAN 3 – Public Rights of Way and Wildlife Corridors

Priority shall be afforded to developments which support the development of Wildlife Corridors (detail included in Appendix Two) alongside Public Rights of Way. Public Rights of Way and recognised local paths should not be routed along estate road pavements or tarmac alleyways.*

Developments that do not address this issue will need to demonstrate why incorporating them would not be feasible.

Any proposal must assess potential impacts to protected sites and species. Proposals which do not adequately assess or avoid impacts will not be supported.

This policy adopts the key principles outlined in the Government Guidance on Local Transport Plans and the Natural Environment (DEFRA Rights of Way Circular 1/09).

Public Transport

Lydney public transport system needs to be integrated in order to be accessible to the entire community. Public transport needs to link residential settlements, employment sites, leisure areas and commercial sites to the villages and towns in the Forest to ensure easy access for employment, retail and leisure purposes.

The Plan encourages better planning of public transport to enhance sustainable solutions and better efficiency. This Plan supports the use of circular bus services linking all residential areas (including Primrose Hill, Centurion Road, Highfield Hill and Oakdale) with the Town Centre, hospital, bypass retail outlets, employment areas and the Railway Station. The bus services need to fit into the rail timetable.




The Plan encourages consideration of the benefits of re-routing the Coleford to Gloucester number 23 service to visit the Railway Station or alternatively introducing a new service from Chepstow/Sedbury to Gloucester via Lydney Railway Station and town.

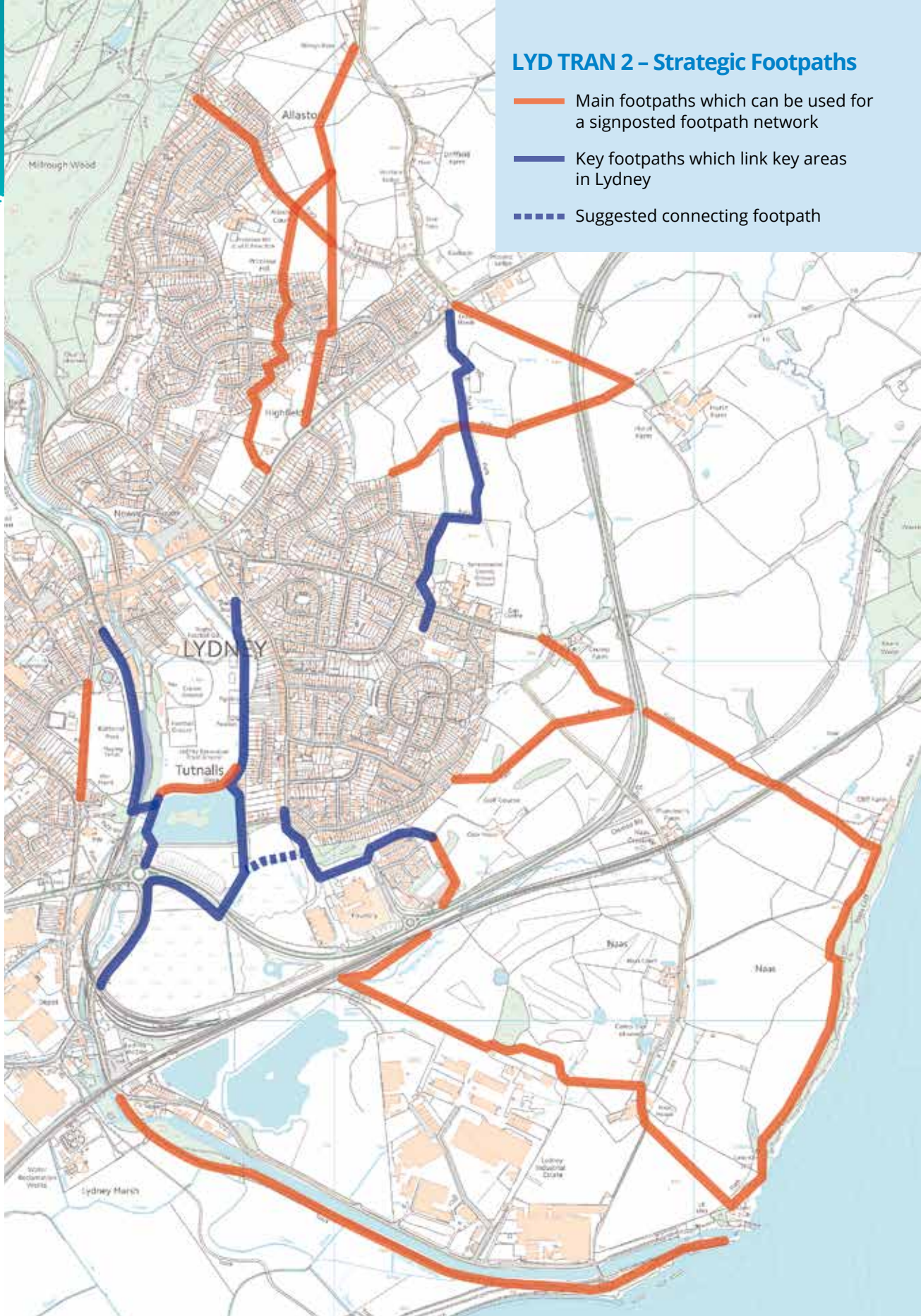
The Lydney Neighbourhood Development Plan supports a major review and redesign of the suggested bus interchange.

The Lydney Neighbourhood Development Plan supports the development of an integrated light transport bus service using the latest low emission technology.

* Supported by DEFRA
Rights of way Circular
1/09, Section 7.8

LYD TRAN 2 - Strategic Footpaths

-  Main footpaths which can be used for a signposted footpath network
-  Key footpaths which link key areas in Lydney
-  Suggested connecting footpath



1.8 Map showing existing footpaths which should be used for a signposted network of paths linking key areas of Lydney



Lydney Harbour

Lydney harbour (as defined in map 1.9) is a much cherished and utilised area by Lydney residents and visitors alike, and this Plan supports increasing its potential for recreation and tourism whilst retaining and safeguarding its character and structure and, in particular its ecological importance. The Harbour is an important economic, recreational and historic asset.

Structures sited within the total area of some 13ha are protected (in part), as previous noted. The Harbour is directly connected to the bordering Severn Estuary SAC/SPA/Ramsar, the importance of this area is highlighted on p11.

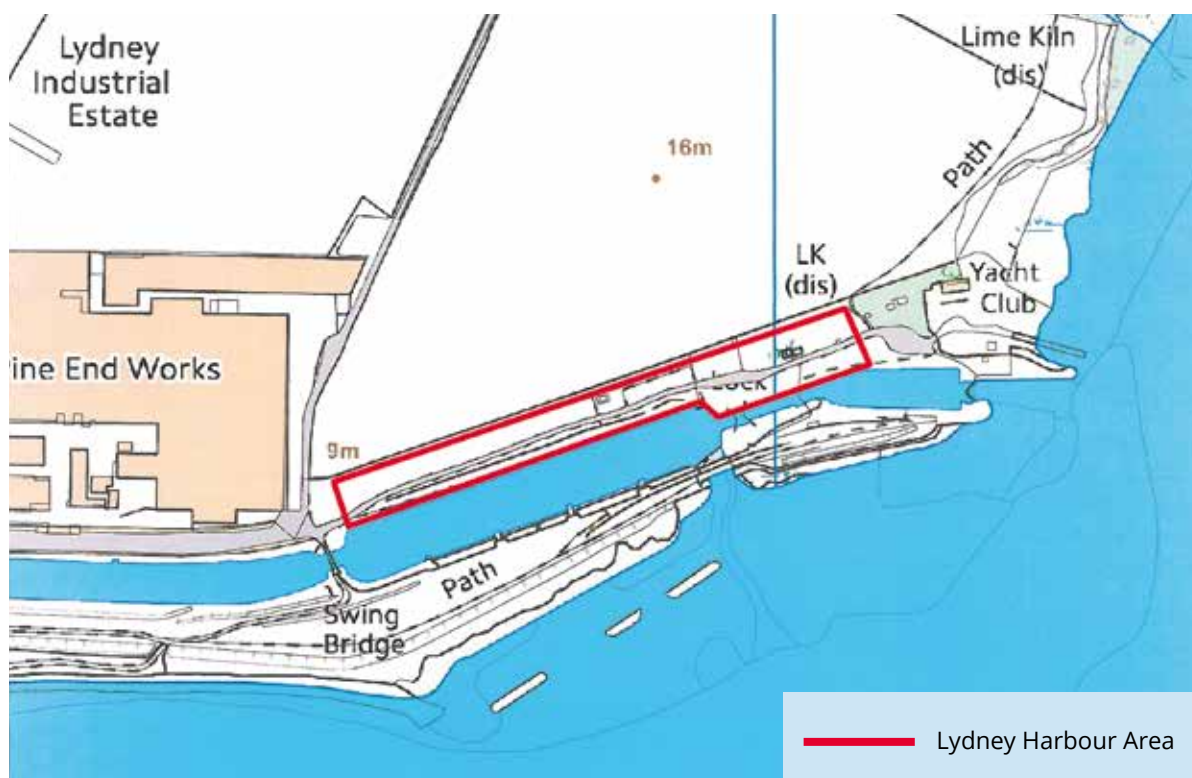
Facilities such as interpretation, café, toilets and buildings related to and necessary for boat use would be welcomed. Activities based on the natural assets of the area, like water based activities, would be encouraged.

However, increased visitors to heritage and nature conservation sites can have significant implications. Any proposals that may lead to likely significant effects will only be permitted where no adverse effect on the integrity of the site can be shown.

Proposals should identify the form and locations of all necessary measures required to ensure that no adverse effect on the integrity of a European site occurs as a result of that development.

LYD HAR 1 – Lydney Harbour Area

Small scale recreational development in the Harbour Area will be welcomed provided that it fully respects and sustains the protected historic character and the ecological importance of the area. It should also help ensure the preservation, restoration and interpretation of this key feature for both the local community and visitors.



1.9 Map showing Lydney Harbour Area



Lydney Harbour



3

Ongoing Projects



Lydney NDP Ongoing Projects

The Forest of Dean District Council's Core Strategy has allocated about 1,900 new dwellings to Lydney, which will increase the population of Lydney and put pressure on Lydney's infrastructure eg school and health provision.



Lydney residents have voiced concern about this throughout the public consultation and although some of these issues are outside the remit of this Neighbourhood Development Plan, their inclusion identifies the importance of them in the wider picture and development of Lydney as a sustainable thriving market town.

These important areas of concern are identified below, together with the focus of future work.



Local Industry

Consultation with the community and local business identified the need for increased employment opportunities as the population grows, with particular emphasis on provision for the younger generation.

It is generally accepted that sufficient land has been allocated to industrial and commercial use – about 30ha of employment land.

This objective will be achieved by:

- ▶ working with commercial and retail businesses and developers to provide appropriate premises for growth, and new businesses to start up or relocate to Lydney
- ▶ ensuring the provision of high speed Broadband
- ▶ improving access to Harbour Industrial Estate
- ▶ marketing Lydney as a Business Centre.



Future Healthcare Provision

Consultation with the community identified that a community healthcare facility is required. Such a facility would have to be funded principally from developer contributions and an appropriate site found.



This will be achieved by:

- ▶ Supporting residents of Lydney and the surrounding villages in their desire to attain appropriate healthcare treatment and well-being advice for the 21st century, and to promote the vision that Lydney lends itself to becoming a Healthcare Hub for the area.
- ▶ Identifying suitable sites for a new hospital and Health and Well-being Hub in Lydney.
- ▶ Continuing to strive to secure financial investment/expertise to meet this objective.



Education

The Forest of Dean District Council's Core Strategy has allocated about 1,900 new dwellings to Lydney and this will inevitably create demand on the number of school places available. This Plan's vision is to provide adequate educational provision for future generations and to increase the school capacity for the growing number of families moving to the area, and to work with the schools to ensure that a high standard of education is provided.



Primary Level Education

Lydney has three excellent primary schools:

- A** Lydney Church of England Community School (VC)
(Capacity 210 pupils)
Ofsted: 2 - Good, 4-11 years,
State funded, Mixed gender
- B** Primrose Hill C of E Primary School
(Capacity 315 pupils)
Ofsted: 3 - Satisfactory, 4-11 years,
State funded, Mixed gender
- C** Severnbanks Primary School
(Capacity 210 pupils)
Ofsted: 1 - Outstanding, 4-11 years,
State funded, Mixed gender

This Plan supports adequate educational provision for future generations and will work with partners Gloucestershire County Council's Education Department to ensure that the school capacity in Lydney is increased, so that every child within Lydney and the surrounding villages has access locally to high quality education.

Post 16 Education

Lydney has one secondary school, The Dean Academy, which does not provide post 16 education, meaning all students wishing to continue education post 16 years have to travel to Chepstow, Berry Hill, Gloucester or beyond.

This Plan supports providing post 16 education in Lydney and will work with key partners to achieve this.





Leisure & Tourism

Providing sustainable recreational activities and other facilities benefits local residents and will attract visitors to our town. The Town Council can play a part in developing improved amenities and the long-term protection of open spaces for sport, recreation and environmental sustainability. It recognises the need for flexibility to match changing lifestyles and community needs.



Tourism plays an important role in supporting the local economy and The Plan recognises the need to provide a clean environment, a warm welcome for visitors, and a clear description of what the town has to offer and information on how to find it. Over time, the Town Centre has to respond to a balanced mix of retail and other activities and to “sell” the whole town experience which is essential for the future. This includes promoting the cultural, heritage and leisure opportunities to attract visitors, as well as locals, and to make it a pleasant and memorable experience. It is important to reverse the perception that “towns close at 5.30pm” and to provide assurance that it is actually safe to visit for an evening out.

Lydney already promotes and embraces its many facets. To the south of the town are the tidal waters of the Severn, once a busy conduit for travel and trade shipped out from Lydney Harbour. The town itself is now a busy shopping and commercial centre with a diverse range of leisure facilities and tourist attractions; Dean Forest Railway operates regular steam trains and has recently extended services to Parkend. Just outside the town lies Lydney Park Estate with its spectacular spring gardens, and Taurus Crafts, one of the premier visitor attractions in the area featuring an art gallery, craft workshops, garden centre, organic shop and restaurant. However, in order for the tourist industry to thrive it is important that these enterprises are further supported by residents and visitors alike.

This Plan supports Dean Forest Railway, Taurus Crafts, Lydney Park Estate and other businesses which encourage visitors, promote tourism, signposting the town as the “Gateway to the Forest”.

This Plan supports Dean Forest Railway in extending their rail connection to Cinderford.



Burial Provision

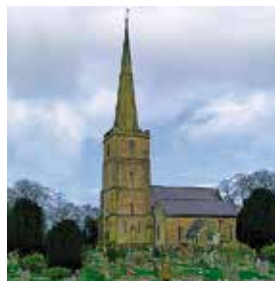
Currently Lydney Town Council acts as the Burial Authority for the Town's Cemetery and is also responsible for maintaining St Mary's "closed" churchyard (no longer accepting new interments).

Many, if not all of Lydney's residents believe that they will be afforded the option of being able to lay their loved ones to rest in Lydney. However, it is anticipated, (based on an average yearly interment figure) that Lydney Cemetery will only be able to meet local demand for a further 8-10 years. Given the proposed development plans for the town there is a necessity to identify and secure suitable burial/interment ground.

As previously noted, much of Lydney is located on a Secondary A Aquifer, therefore sites will be assessed for their potential to pollute groundwater and pay due regard to the Environment Agency's "Groundwater protection: Principles and practice (GP3)" and "Assessing the Groundwater Pollution Potential of

Cemetery Developments". Any allocation will be accompanied by an appropriate risk assessment.

This Plan supports working with the Local Planning Authority to identify land for use for burials and interments.



Developer Contribution Priority List

New homes and developments will bring additional demands on services and infrastructure such as healthcare and education, as well as community facilities and utilities infrastructure. To mitigate these demands, developer contributions will be sought to ensure Lydney is a thriving sustainable town. The list below identifies Lydney's priorities:

- ▶ Town Centre re-development (pro-growth)
- ▶ Improved public transport and parking
- ▶ Traffic calming measures
- ▶ Housing provision for elderly people
- ▶ Health Care provision
- ▶ Burial provision
- ▶ Creating/enhancing the network of Public Rights of Way
- ▶ Providing land for sport and leisure facilities
- ▶ Providing land for community allotments.



4

Appendices



Appendix One Bibliography

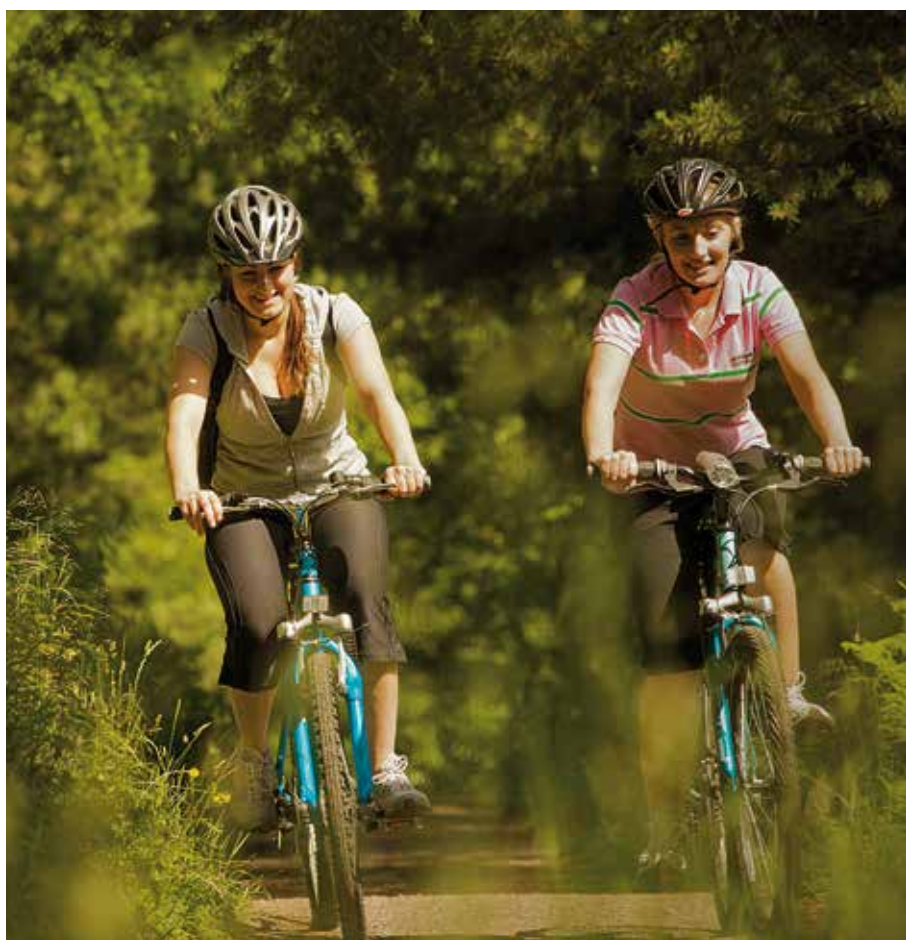
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Appendix Two Wildlife Corridors

This Plan supports enhancing the local bio-diversity by providing wildlife corridors alongside Public Rights of Way. Many PRoWs will have existing ecological value and are already important wildlife corridors; these plans must respect the existing value of PRoW and consider potential impacts to the protected sites and species in the plan area. The area close to the Severn Estuary to the south of Lydney and woodland areas to the north must be assessed with regards to any potential impacts to the Wye Valley and Forest of Dean Bat SAC and the Severn Estuary SAC/SPA/Ramsar.

For cycle paths there should be a minimum width recommendation of 3 metres of rolled scalplings or permeable paving for the path, with grass verge of 1 metre either side of the path leading to wildlife planting. The green corridor should be at least a total width of 3 metres either side of this grass verge. Planting should be existing local hedgerow and tree species.

The construction of cycle ways should comply with the government guidelines set out in TA 91/05 Provision for non Motorised Users.



Where appropriate shared routes using Public Rights of Way should be considered in line with the Department of Transport Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists. Shared use routes should only be considered where suitable width is available. Shared use does offer the advantage of surface improvements to existing footpaths/bridleways. On safety grounds tarmac should be provided to reduce speeds and skid risks. Rolled stone to dust surface should be the preferred surface.





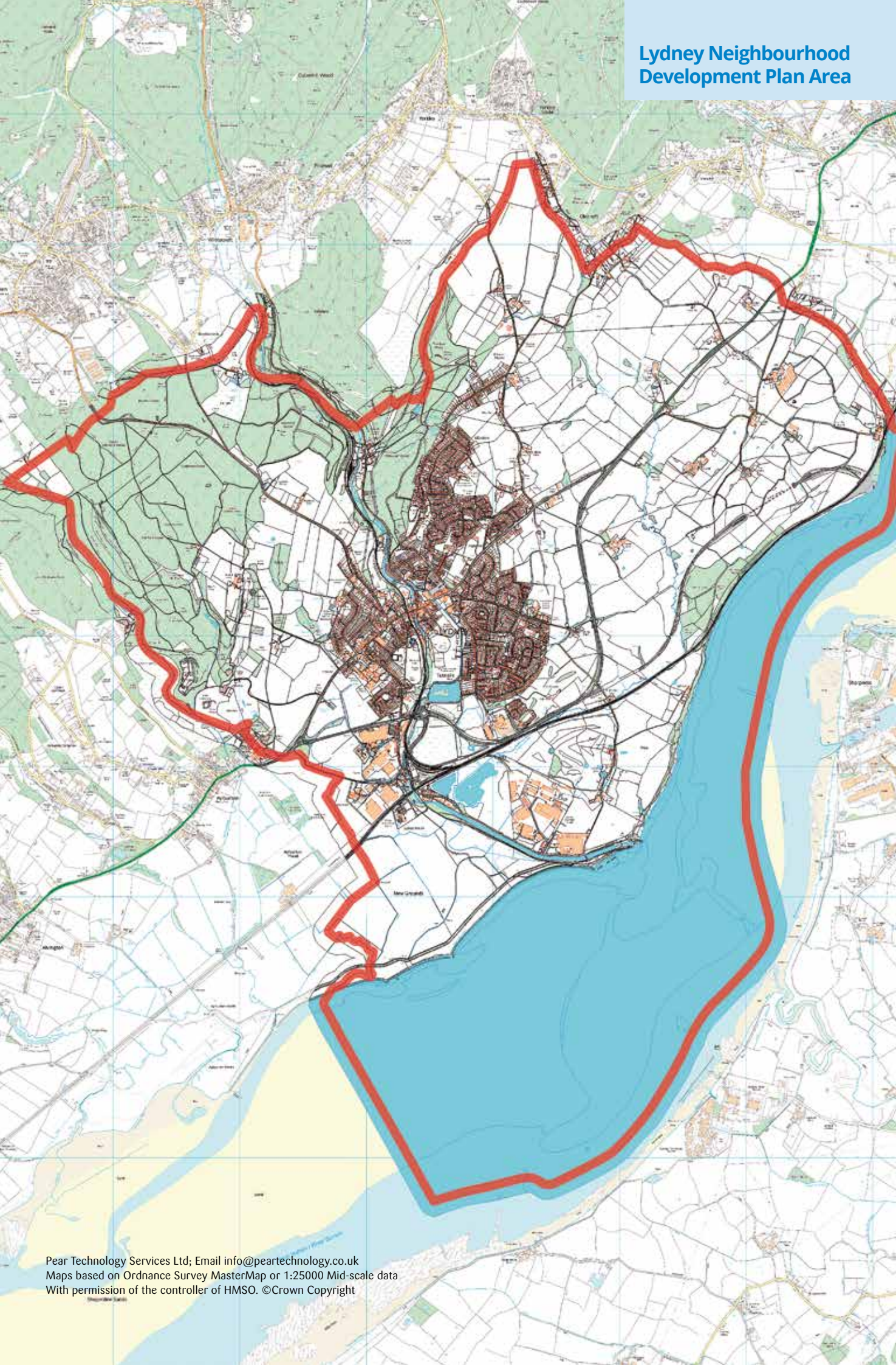
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Summary of The Plan

Lydney's NDP is aimed at meeting the needs and aspirations of the whole community for the next 10 years:

- ▶ **providing a sustainable environment**
- ▶ **promoting a clean, safe and low crime community**
- ▶ **supporting and developing local activities and facilities for all**
- ▶ **growing Lydney's local economy**
- ▶ **encouraging appropriate development to sustain a vibrant town**
- ▶ **modernising and improving infrastructure.**

Lydney Neighbourhood Development Plan Area



telephone 01594 842234
email ndp.assistant@lydneytowncouncil.co.uk
online www.lydneyndp.org.uk
post Lydney Town Council, Council Chambers
Claremont House, High Street, Lydney
Gloucestershire GL15 5DX