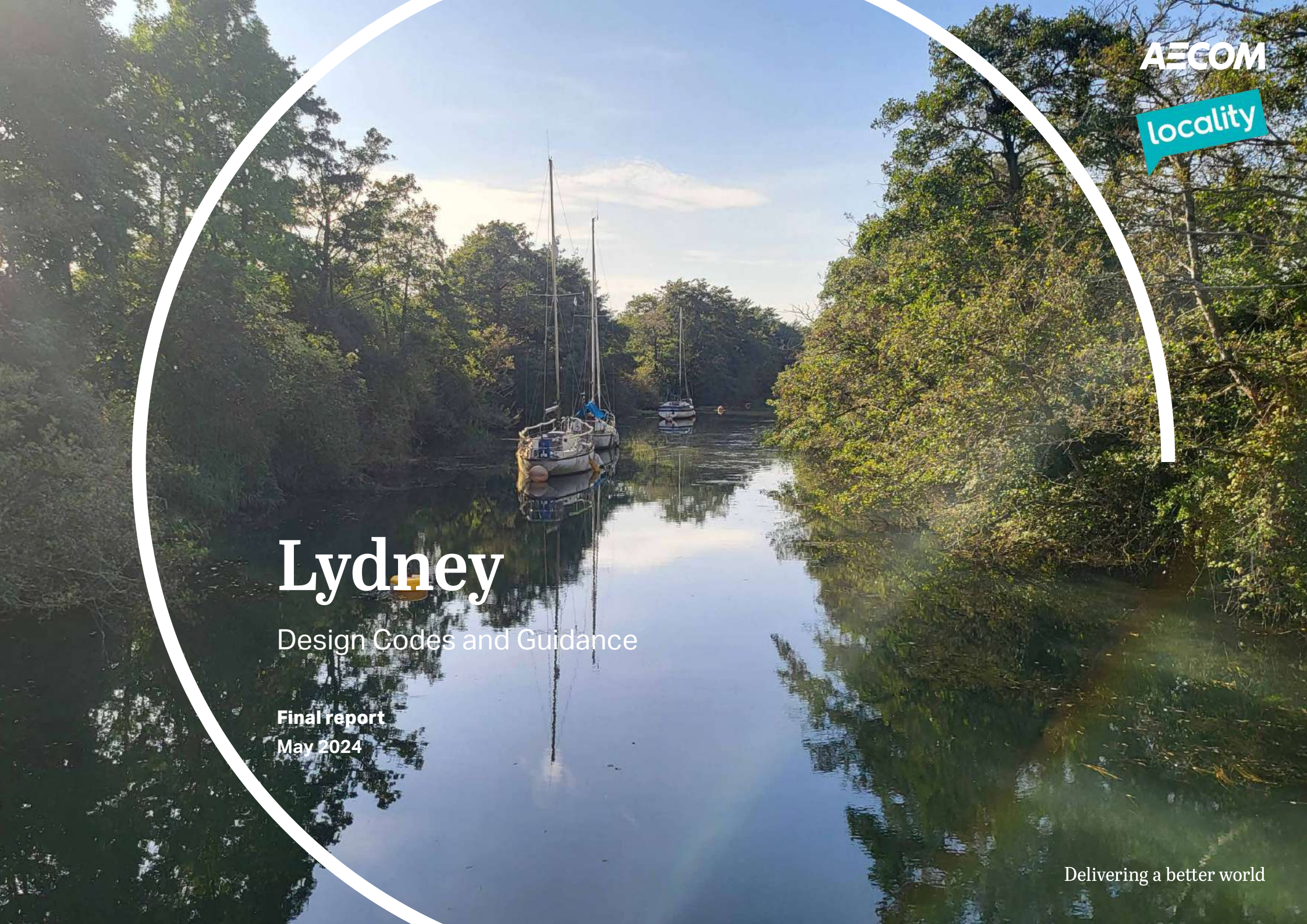


Lydney

Design Codes and Guidance

Final report

May 2024

Delivering a better world

Quality information

Prepared by	Checked by	Approved by
Jasper den Boeft	Jasper den Boeft	Ben Castell
Associate Director Urban Design	Associate Director Urban Design	Director
Holly MacMahon	Tiernan Drasdo	
Consultant Urban Designer	Graduate Urban Planner	

Revision History

Issue no.	Issue date	Details	Issued by	Position
7	28.05.2024	Final Report	Holly MacMahon	Consultant Urban Designer
6	28.05.2024	Locality Review	Annabel Osborne	Neighbourhood Planning Officer
5	17.05.2024	Final draft issued to locality	Holly MacMahon	Consultant Urban Designer
4	15.05.2024	Review of second draft	Anne Harley	Lydney Town Councillor and Chair of the Neighbourhood Plan Steering Group
3	08.05.2024	Second draft issued to group	Holly MacMahon	Consultant Urban Designer
2	18.04.2024	Review of first draft	Anne Harley	Lydney Town Councillor and Chair of the Neighbourhood Plan Steering Group
1	22.02.2024	First draft issued to group	Holly MacMahon	Consultant Urban Designer

January 2026: Post Regulation 14 Feedback taken on board and small amendments made by the Qualifying Body .

Contents

Introduction

01

1. Introduction

This section provides context and general information to introduce the project and its location.

1.1 Purpose of this document

Through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Lydney Town Council.

The Lydney Neighbourhood Area was designated in 2013 by the Forest of Dean District Council. A Neighbourhood Plan was produced for the period from 2014-2024 and is currently being updated. Lydney Town Council has requested to access professional advice on design guidance and codes to influence the design of any potential new development in the Neighbourhood Area.

The recommendations made in this report are based on observations on the Neighbourhood Area as a whole, but they may be more relevant in some areas of the Neighbourhood Area than others. The elements that are more general are referred to as design guidelines. Other elements that are more prescriptive or set out parameters are the design codes.

1.2 Objectives

This report's main objective is to develop design guidelines and codes for the Neighbourhood Plan to inform the design of future planning applications and developments in the Lydney Neighbourhood Area, including infilling and extensions. The main objective is to ensure that they remain sympathetic to the character of the Parish. In particular, it elaborates on key design elements, namely:

- Ensuring that new development and modifications respect the existing character of Lydney and create a sense of place;
- Preserving and enhancing green and open spaces both surrounding and within the town centre and residential areas; and
- Improving connectivity and movement through the parish, including encouraging active travel.

1.3 Process

Following an inception meeting and a site visit with members of the Neighbourhood Plan Steering Group, AECOM carried out a high-level assessment of the Neighbourhood Area. The following steps were agreed with the Group to produce this report:

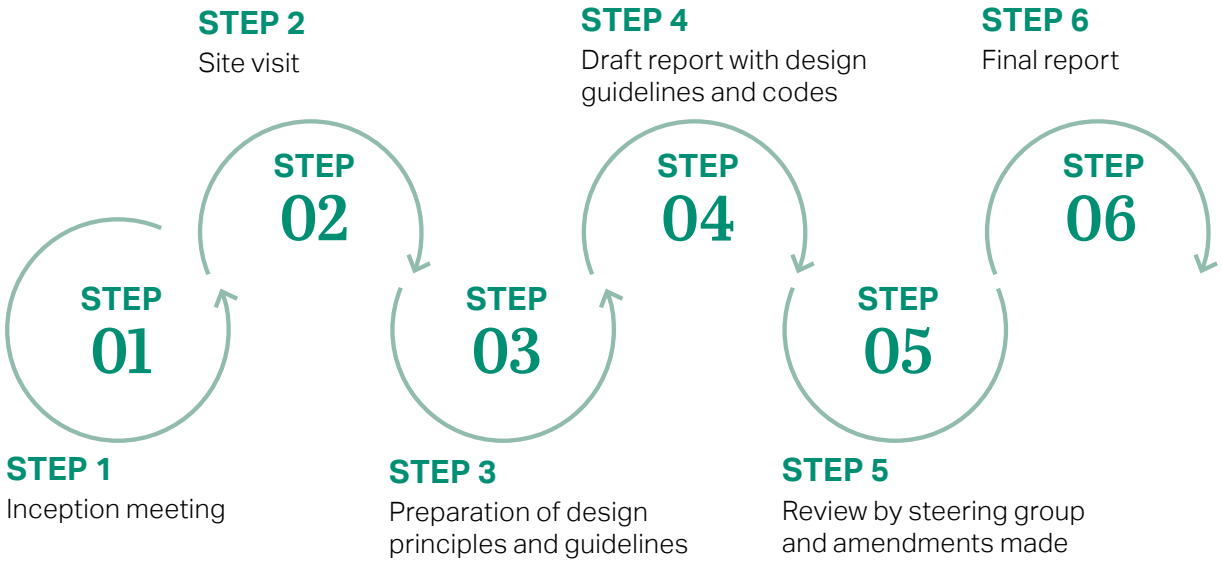


Figure 01: Lydney heritage railway running through the town centre.

Figure 02: St Mary's Church to the south of Lydney town centre.

1.4 Area of study

Lydney is a historic market town and civil parish in the county of Gloucestershire and is located on the west bank of the River Severn. Known as 'the gateway' to the Forest of Dean, the town is surrounded to the north and west by the Forest of Dean, with the Neighbourhood Area situated on the Wye Valley.

The settlement of the town has existed since Roman times, with important trades in coal, stone, tinplate and timber. Lydney harbour lies to the south of the town centre and is an important and valued area of the town. Originally built in the 1870s to serve the coal trade of the Forest of Dean, it was designated as a Scheduled Ancient Monument and today is a popular recreational site as well as the location of the Lydney Yacht Club.

There is a mainline trainline which runs through the town with a station at Lydney as well as a historic steam trainline through the town. The nearest towns to Lydney include Chepstow and Caldicot to the south, which can be accessed by train, and Monmouth, Coleford, Parkend and Cinderford to the north. Gloucester is also about 30 km north east and connected by rail.

The A48 which runs through Lydney connects to the wider road network, including to the south to both the M48 and M4, which connect to the M5.

There are two National Landscapes near to the Neighbourhood Area; the Wye Valley to the west, and the Cotswolds on the other side of the River Severn, to the east.

Figure 03: River Severn and river banks within Lydney Neighbourhood Area.

Figure 04: Lydney Yacht Club.

Figure 05: Map showing Lydney Parish and its surroundings (sources: Google Maps and Defra)

1.5 How to use the guide

The Design Guidance and Codes will be a valuable tool in securing context driven, high-quality development in Lydney Parish. They will be used in different ways by different actors in the planning and development process, as summarised in the table. A valuable way they can be used is as part of a process of co-design and involvement that takes account of local preferences and expectations of design quality. In this way the guidance and codes can help to facilitate conversations on the various topics that should help to align expectations and help understand the balancing of key issues. A design code alone will not automatically secure optimum design outcomes.

Actors	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Design Codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Codes should be discussed with applicants during any pre-application discussions.
Town Council	As a guide when commenting on planning applications, ensuring that the Design Codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Table 01: Table summarising how different actors will use the design guidelines

1.6 Planning policy and guidance

This section summarises the relevant design policy and guidance produced at national and local levels which have informed this design guidance and codes document. It specifies how the relevant policies and guidelines have been incorporated in the production of the design codes included in this document. Any new development application should be familiar with those documents.

1.6.1 National Planning Policy and guidance

The following section summarises key relevant policy and guidance documents at the national level.

2023 - National Planning Policy Framework

DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

2021 National Model Design Code

DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.

2020 - Building for a Healthy Life

Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

2019 - National Design Guide

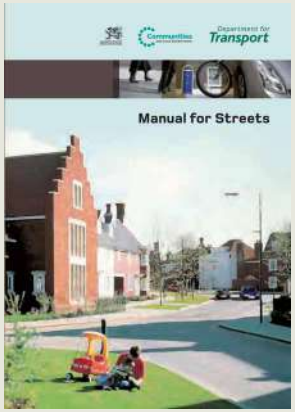
DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2019) illustrates how well-designed places that are beautiful, enduring, and successful can be achieved in practice.

2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.



1.6.2 Local planning policy context

The following section summarises key relevant policy and guidance documents at the local level. The Neighbourhood Area is covered by the Forest of Dean District Local Plan, which is made up of several documents, including the main report - the Core Strategy, the Allocations Plan as well as Supplementary Planning Documents (SPD). The most relevant SPDs to the design code are Forest of Dean Residential Design Guide and Residential Design Guide, Alterations and Extensions, Landscape SPD and Landscape Character Assessment.

2020 - Manual for Gloucestershire Streets

The Manual provides guidance on how new development within Gloucestershire can contribute towards the provision of a safe and sustainable transport network and intended to be used by developers, their consultants and design engineers, Local Planning Authorities, Parish and Town Councils.

2012 - Forest of Dean District Council Core Strategy (2012-2026)

Forest of Dean District Council

Adopted in 2012, the Forest of Dean Core Strategy forms the principal report of the district council's Local Plan. The document sets out the overall vision for the future of development within the district and the strategic objectives which address current issues in the area. There are 9 core policies, as well as area specific guidance and policies, with 2 further policies for Lydney settlement area. Any development within the Lydney parish should adhere to the policies of this Local Plan.

2018 - Forest of Dean District Council Allocations Plan (2006-2026)

Forest of Dean District Council

Adopted in June 2018, the Allocations Plan (AP) is a document to:

- 'update the housing requirement from the Core Strategy'
- 'show how the policies in the Core Strategy will be implemented'
- 'make allocations for development'
- 'detail protective designations'
- 'provide detailed guidance for development'

There are some district wide policies at the start of the AP which relate to sustainable development, renewable energy, mixed uses and proximity, design of development, historic character and local distinctiveness, locally distinctive areas, biodiversity and green infrastructure. This is followed by area specific policies and allocations for housing, employment and other various uses within the district, including 12 allocations within Lydney.

Supplementary Planning Documents:

2020 - Forest of Dean Residential Design Guide, Alterations and Extensions, a guide for householders

Forest of Dean District Council

This guide is intended to advise householders on appropriate and sympathetic extension and alteration design for their properties and contains design guidance for garage design, rooflights, dormers, conservatories etc.

2019 - Forest of Dean Residential Design Guide

University of the West of England for Forest of Dean District Council

This guide was produced in response to unsuitable development proposals and is based on the underlying fundamental points that the design of development should reflect the local characteristics of the area and applications should demonstrate how environmental concerns and the issue of sustainability have been incorporated into the design.

2007 - Landscape Supplementary Planning Document

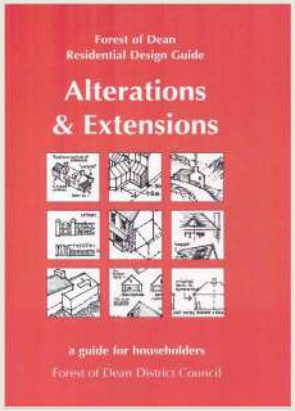
Forest of Dean District Council

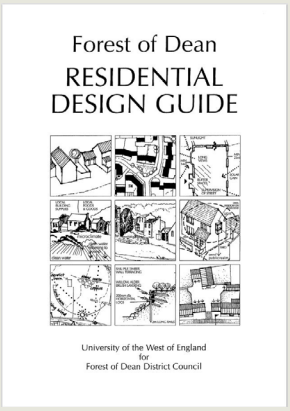
Adopted in March 2007, this document provides guidance for development in relation to principles relating to the environment and landscape of the district. These are general principles which apply to the whole of the Forest of Dean District area.

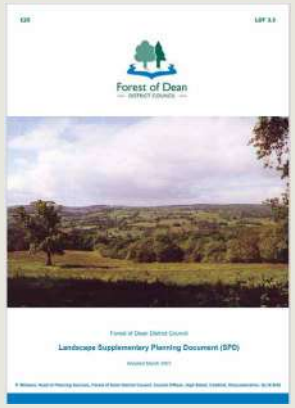
2002 - Landscape Character Assessment

Landscape Design Associates

Landscape Design Associates were appointed by Gloucestershire County Council and Forest of Dean District Council to carry out a desk based landscape character assessment of the county of Gloucestershire and a further full landscape character assessment of the Forest of Dean District. Within the assessment, the landscape is divided into distinct character areas. Lydney parish falls into 5 areas: 4a Wooded Scarp and Lower Scarp Slopes - Lydney Park, 7b Drained Riverine Farmland and Grazed Salt Marsh - Aylburton Newgrounds, 8a - Littoral Sands and Rock Outcrops - The Severn Sands, 9a Undulating Farmland - Bledisloe Hundred and 10a Ridges and Valleys - Allaston Ridge.







2022 - Lydney Town Centre Urban Design Guidelines

Lydney Town Council commissioned Jo Johnson Landscape Architects to develop the Town Centre Urban Design Guidelines for Lydney. The report intends to show a long-term vision for a more attractive town centre which centres around the river and encourages investment.

2022 - Landscape assessments

West of Lydney Landscape Sensitivity (April 2022) and East of Lydney Landscape Sensitivity (April 2022) identify the constraints and areas of sensitive landscape for the countryside to the east and west of Lydney.

2021 - Lydney Accessible Streets Project

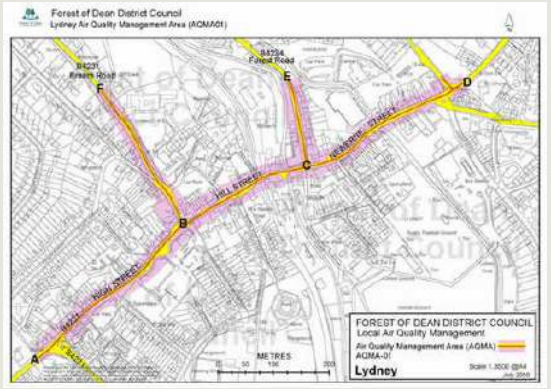
The Lydney Accessible Streets Project undertaken by Lydney Town Council highlights the issues and obstacles that need to be reviewed to improve the accessibility of Lydney town centre. The report is based on the point of view of a pedestrian with the objective to improve the overall pedestrian experience, particularly that of the disabled.

2021 - Lydney Forward

Place Studio on behalf of Lydney Town Council carried out several forms of engagement to form recommendations for initiatives in Lydney. These included four key actions: quick win projects, headline long term initiatives, advancing plans for a business hub and updating Lydney's own Neighbourhood Plan policy framework.

2010 - Air Quality Management Area, Lydney

An AQMA was declared in Lydney in 2010 for the town centre area due to congestion, including the B4231 between the Town Hall and Albert Street and up Bream Road and Forest Road. As mentioned in the previous pages the Forest of Dean District Council released an Air Quality Annual Status Report (ASR) in 2023 for the 2022 period, with updated levels for air pollution levels in Lydney which show an overall decrease in pollution levels from 2012 to 2022.



1.7 Stakeholder Engagement

Stage 1 of the NDP review included early engagement with Members of Lydney Town Council, invited partner organisations and local stakeholders identified by the Town Council who represent the community, local businesses, and service providers.

A Stakeholder Workshop to conduct early engagement with Members of Lydney Town Council, invited partner organisations and local stakeholders identified by the Town Council took place in April 2022. The aims of this workshop were to launch the review of Lydney's Neighbourhood Plan update within the community, review the purpose, objectives and process of the current NP and identify the priority themes, issues and ideas for the new NP.

The priority themes identified were:

- Environment and Heritage
- Living in Lydney
- Lydney Community, Health, Wellbeing and Education
- Working in Lydney
- Getting around
- Lydney Forward (Town Centre Improvement)
- Lydney Harbour

Priority issues and ideas which are relevant to the design code content include:

- Enhancement of the River Lyd green corridor for local wildlife, biodiversity and community leisure
- Protecting Lydney's distinct character and heritage
- Ensuring new development does not make local flood issues worse
- Creating mixed use neighbourhoods with employment space
- Protecting and improving Lydney's open spaces and recreational areas
- Protecting Lydney's existing employment spaces
- Developments to integrate with the surrounding highway and minimise congestion
- Improving connections to Lydney railway station
- Ensuring Lydney's communities are connected to public transport
- Development layout to ensure safety for all highway users flow of traffic within the proposal itself and within the wider highway network

Neighbourhood Area context analysis

02

2. Neighbourhood Area context analysis

This section outlines the broad physical, historic and contextual characteristics of the Neighbourhood Area

2.1 Surrounding context

The Neighbourhood Area includes Lydney town, formed of the town centre, residential areas, industrial areas and the Harbour area. The town is surrounded by green spaces including Lydney Recreation Ground, Bathurst Park, Lydney Park open fieldland, woodland, farmsteads and agricultural land. The towns of Bream, Whitecroft, Pillowell and Yorkley are all located north of Lydney, though there is significant woodland areas which separate Lydney from these settlements.

Figure 06: Lydney Recreation Trust Ground and Lydney Lake.

Figure 07: Road out into the surrounding landscape of Lydney, showing fieldland lined with trees.

2.2 Access and Movement

2.2.1 Road network

The main road in the parish is the A48 which goes from the southwest to the northeast of the Neighbourhood Area. It forms the southern boundary of the town centre and separates this area from the harbour area further south. The main road through the town centre is the B423 which travels from a southern junction off the A48 and reconnects to the A48 at the northern end of the town. This stretch is formed of several different road names from the High Street at the south end, Hill Street and Newerne Street as it crosses the River Lyd and Highfield Road to the north where it reconnects to the A48. The two main junctions in the town centre are at Bream Road/ Hill Street junction and Forest Road/ Newerne Street junction. Both of these junctions experience congestion issues.

The majority of the remaining road network in the town is formed of cul-de-sacs radiating out from the core spine of the town. Bream Road continues outside of the parish to link to Bream, Forest Road continues to Whitecroft and Albert Street which intersects with Highfield Road continues north with linear development in Allaston and eventually to Yorkley (outside of the NP area). Outside of the town centre these roads have a rural character, bordered with hedgerows.

2.2.2 Public transport

There are ten bus routes through Lydney: the 23, 23A, 27, 27A, 72, 755, 777, 786, 791 and Gloucester Route 1, which include links to Gloucester, Coleford and Cinderford. Train services are available from Lydney train station which is part of the Transport for Wales and CrossCountry rail lines and includes links to Gloucester, Cardiff and Cheltenham Spa.

There is also the heritage Dean Forest steam railway line which runs from Norchard station along the River Lyd to Lydney town centre.

There is desire for the public transport network in Lydney to be more integrated and form a cohesive network, for example by connecting the bus route to the train station.

2.2.3 Pedestrian and cycling

There is a good network of footpaths around the Lydney Neighbourhood Area, both within the town centre and into the surrounding landscape. There is a very limited cycle network with only one short bridleway and no public cycle routes.

Much of the residential area sits at significantly higher level than the town centre, making pedestrian and cycling challenging (though e-bikes mean the steep gradients are less of a barrier).

Figure 08: Newerne Street, part of the main road at the north of town centre

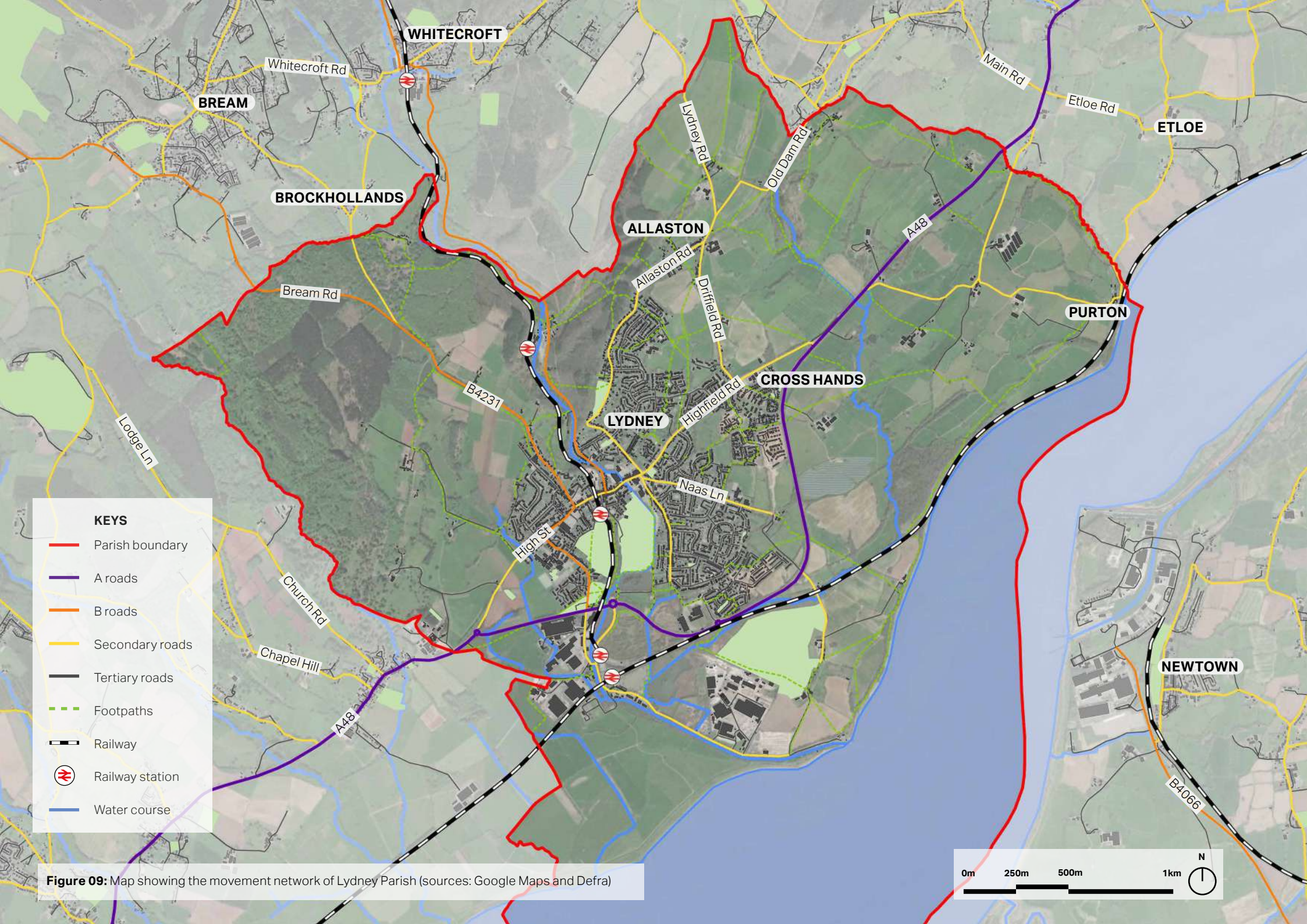


Figure 09: Map showing the movement network of Lydney Parish (sources: Google Maps and Defra)

2.3 Land based designations

2.3.1 Heritage designations

Listed buildings

The Neighbourhood Plan contains nearly 70 listed structures. There are a concentration around Church of St Mary which is Grade I listed with many listed monuments in the churchyard. There are also a few in the town centre, the harbour area and scattered around the town.

Scheduled monuments

There are four scheduled ancient monuments in the Neighbourhood Area: the Harbour, the Village Cross, Little Camp Hill and Lydney Park Camp and Roman remains.

Conservation areas

There are two conservation areas in Lydney, one designated around the town centre and another covering Bathurst Park and St Mary the Virgin Church. These signify the special character of the two areas and the need to preserve this character with any future development.

2.3.2 Landscape character

The landscape of Lydney Neighbourhood Area varies with four distinct landscape character areas across the area. To the north west this area is part of the Wooded Scarp and Lower Scarp slopes and has steep, exposed and elevated topography with extensive coniferous trees forming woodland backdrop to the lower slopes. A significant feature of this landscape is the historic parkland at Lydney Park.

To the south the landscape falls within the Drained Riverine Farmland and Grazed Salt Marsh which consists of areas of pasture of arable fields with extensive views towards the Forest of Dean occasionally interrupted by tall hedges and hedgerow oaks. At Lydney the canalised Lydney Pill has undergone industrial development and sewage works, significantly altering the former rural landscape character. One of the most significant changes is the street lighting, with the landscape previous having dark skies.

Figure 10: Grade I listed Church of St Mary

Figure 11: Bathurst Park, which is covered by a conservation area designation.

Surrounding the town centre and east of the NA is undulating farmland, characterised by often steep topography with hills generally orientated south west - north east. The prominent land uses are mixed arable and pasture farmland with strong patterns created by neat, often ancient hawthorn hedges.

To the north lies a landscape characterised by ridges and valleys, with a land use of mixed farmland and woodland. The elevated land in this area offers extensive, long distance views over surrounding lowlands.

2.3.3 Open spaces

There are several recreation and open green spaces within Lydney Neighbourhood Area. These include Lydney Golf Club, Bathurst Park, Lydney Recreation Trust Ground, Church of St Mary cemetery and Primrose Hill (the Mesne) Playground.

2.3.4 Designations

SPA, SAC and Ramsar site

SPA, SAC and Ramsar sites cover the part of the Severn Estuary both outside and within the NA boundary. This area is important for many reasons. It is designated as an SPA (Special Protection Area) due to Severn Estuary saltmarsh which is an important wildlife habitat as well as a natural intertidal buffer for flooding and high waves due to its retention of sediment from the Estuary. It is also designated as part of Wye Valley Forest of Dean Bat Sites Special Area of Conservation (SAC).

SSSI

There are two Sites of Special Scientific Interest (SSSI) in Lydney NA, which cover the Severn Estuary and Devil's Chapel Scowles, which sits in the Forest of Dean and is noted for its lesser and greater horseshoe bat populations.

Ancient woodland

There is a large swathe of ancient woodland within the NA, to the north west of the town centre, which is part of the Forest of Dean. There is additionally an area of ancient woodland bordering the River Severn.

Figure 12: Lydney Recreation Trust Ground in the town centre.

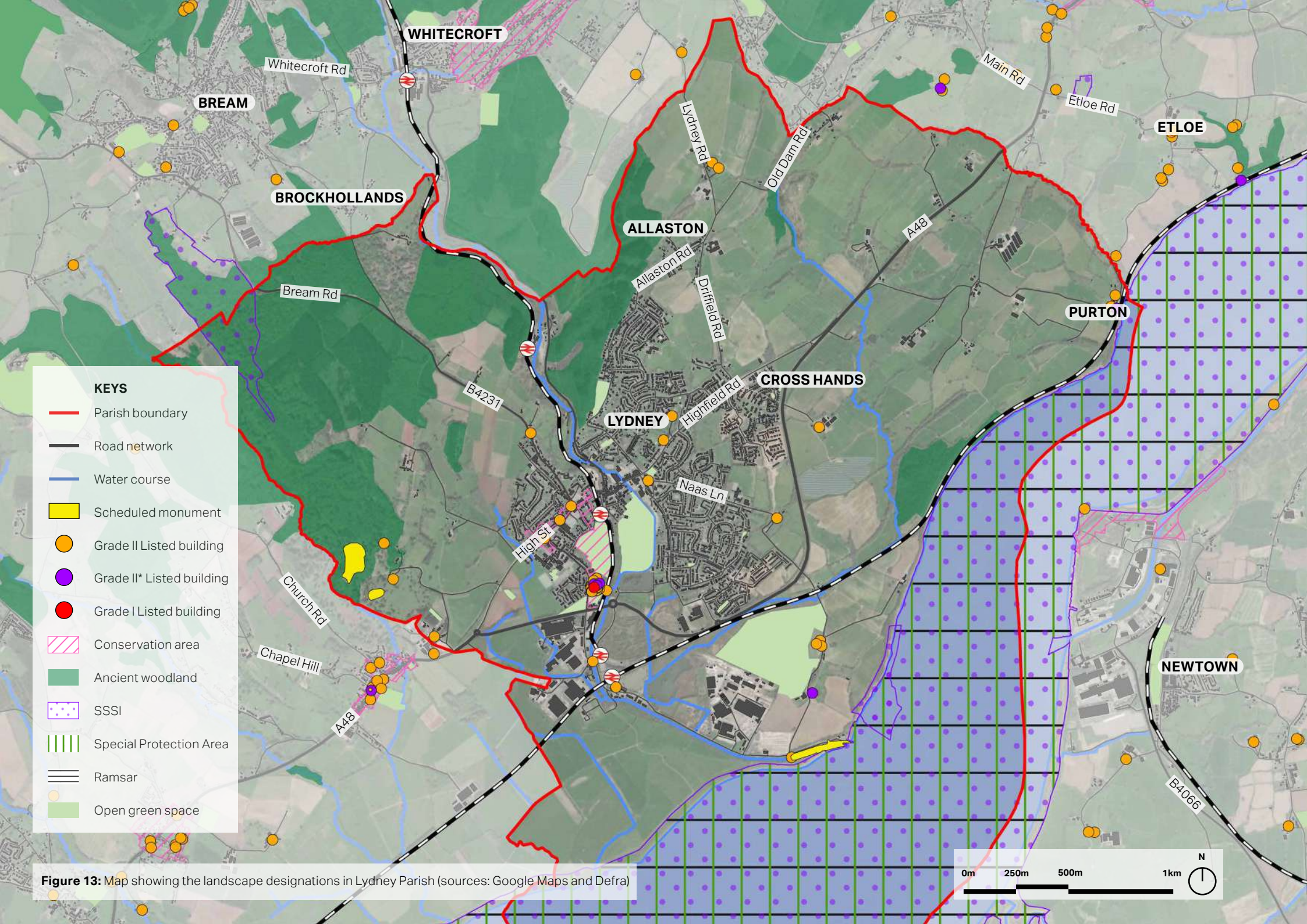


Figure 13: Map showing the landscape designations in Lydney Parish (sources: Google Maps and Defra)

2.4 Topography and flood risk

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.

The hilly topography in the parish creates many dramatic long distance views from various points within the town centre and residential areas of Lydney.

Figure 14: The River Severn

Figure 15: River Lyd running through the town centre.

Figure 16: Map showing the open spaces and flood risk zones in Lydney Parish (sources: Google Maps and Defra)

Character area analysis

03

3. Character area analysis

This chapter presents focused analysis of the character areas within the Lydney Neighbourhood Area.

3.1 Introduction

Within the Neighbourhood Area there are nine character areas which have identified:

- Town centre
- Victorian residential development
- 20th century residential development
- Late 20th century residential development
- 21st century residential development
- Edge development
- Allaston
- Industrial areas and the harbour

The boundaries for these areas are shown on the map opposite. This chapter builds on the overall analysis in the previous chapter and goes into more detailed analysis of the elements in each character area which are distinct from other parts of the parish.

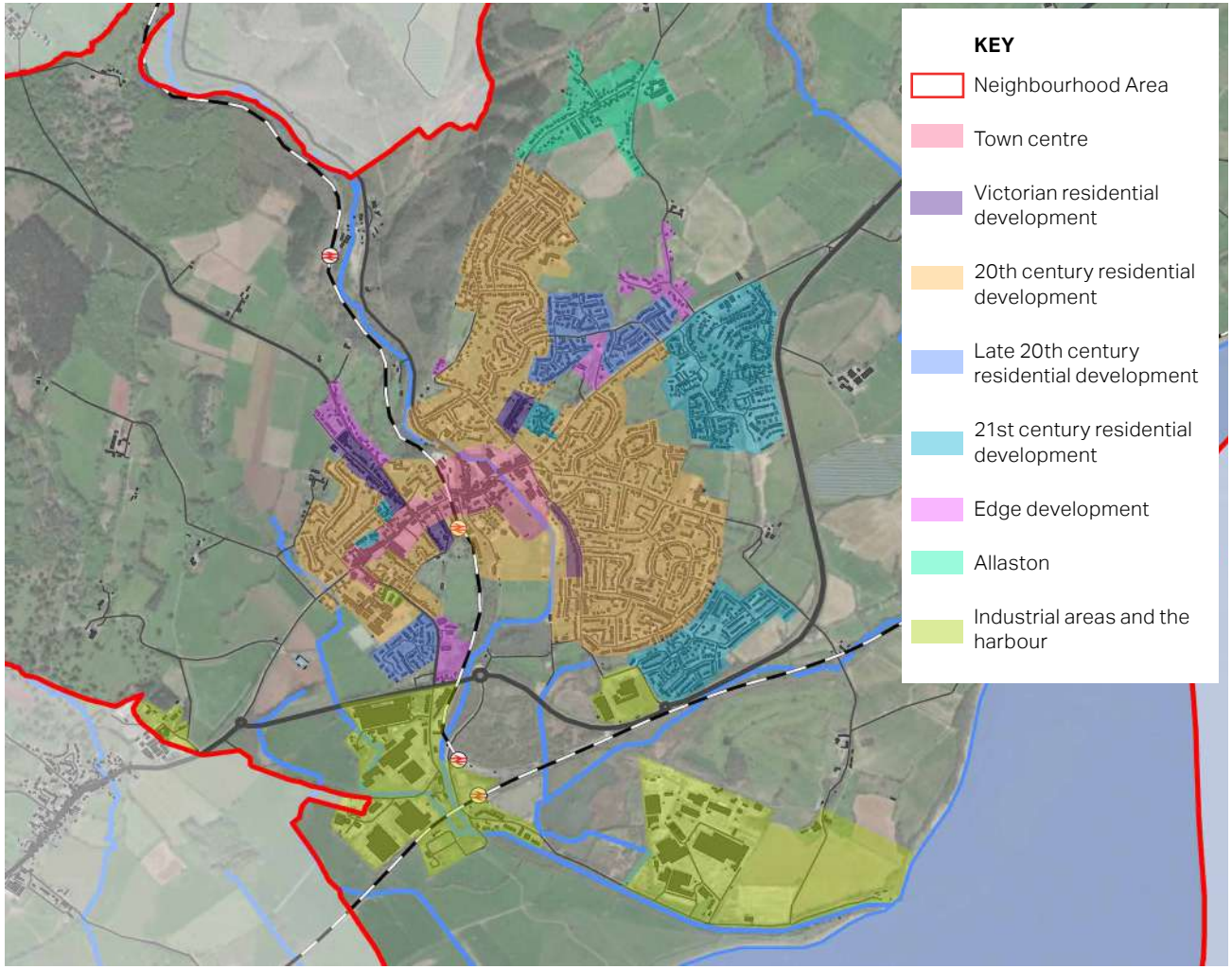


Figure 17: Character areas in Lydney Parish.

3.2 Town centre

Figure 18: Town centre character area.

The town centre of Lydney stretches between the junction of the High Street along three linear streets: High Street, Hill Street and Newerne Street to the junction of Highfield Road with Albert Street. Lydney's shops and amenities are concentrated in this area.

Settlement pattern:

The town centre was originally two distinct villages comprising of Lydney to the south-west and Newerne to the north-east. Up to the mid 18th century these remained separate settlements; however was infilled with development along what is now Hill Street and joined together by the 19th century. This infilling included a number of civic structures such as a new police station and magistrates court. Throughout the town centre there are a mix of buildings from different development periods, with piecemeal redevelopment and infill during the 20th and 21st century. This in particular has occurred at the Newerne end of the town, which became the principal shopping area by the late 20th century.

Building typologies, materials and design:

Due to this piecemeal development and lack of historic buildings in the town centre there are a variety of styles with no clear consistent character. Façade materials include red brick, sandstone, rendered rubble, rubble stone and coloured render. There are a number of modern (post 1950s) developments within the town centre with various colour bricks, which do not reflect the local identity of Lydney as a Forest town.

Roof materials include welsh slate and clay tiles. In general pitched roofs are characterful of Lydney and seen across the town centre; however use of flat roofs detract from the overall roofline in places.

Building typologies are also very varied from large detached properties to rows of terraces, to cater to the varied uses in the town centre including shops, services, cafe, restaurants and civic buildings.

Some notable buildings and structures which form part of the character of Lydney include Lydney Town Hall and Grade II listed Memorial Cross, Grade II listed Althorpe House, Grade II listed Baptist Chapel, the building at the corner of Hill Street and Bathurst Park Road, the Swan Hotel and the Cross Keys Inn.

Density, scale and massing:

Building heights in the town centre are generally low, mostly 2 storeys with some 3 storey buildings. Massing and scale varies significantly across the town centre, though overall density is higher than in residential areas.

Shops tend to have narrow frontages, arranged in terraces and dense plots. Civic buildings and occasional detached houses have larger scales and plots. Supermarkets in the town are the largest buildings and in addition have large areas of parking, forming areas of low enclosure in the town centre.

Building line and boundary treatment:

Sections of the town centre, primarily along Newerne Street and the High Street have a consistent building line which fronts directly onto the pavement. There are some buildings with large setbacks, including Lidl to the north of the town centre. Development along Hill Street has larger, more inconsistent setbacks than the two ends of the town centre, enforcing the disconnect between them.

Where there is a set back building line, boundary treatments include low stone walls, iron railings and grass verges.

Movement and parking:

Vehicle traffic through Lydney is a prominent and ongoing issue with congestion and HGVs within the town centre. The existing road layout provides a vehicle dominant environment. Vehicle congestion is considerably contributing to the environmental issues leading to Lydney being subject to an AQMA.

There is little on-plot parking in the town centre, with most parking provided either through on-street parking and private and public car parks. There is a high provision of car parks in the town centre and these sometimes dominant the area, such as the car parks attached to Lidl and Tesco which front onto the main road.

Views:

The town centre dips in the middle, resulting in long distance views along it from either end.

Figure 19: 2, Hill Street with a stone façade, corner quoins and window dressings.

Figure 20: Althorpe House, High Street.

Figure 21: Building at the corner of Hill Street of 2.5 storeys with red sandstone, window dressings, slate roof and pitched dormer windows. Slight increase in height and more elaborate design at a corner helps with legibility and wayfinding in the town centre.

Figure 22: Detached house in the town centre with red sandstone, double bay windows and clay tile roof.

Figure 23: The Swan Hotel on Newerne Street with green render.

Figure 24: Vacant building along the High Street with rubblestone walls and a slate roof, fronting directly onto the pavement.

Figure 25: Shop fronts along Newerne Street and Hill Street.

Figure 26: Shop fronts along High Street.

3.3 Victorian residential development

Figure 27: Victorian residential development character area.

Primarily developed during the Victorian era, development is close to the town centre, forming part of the first stages of residential development out from the historic core of the town centre. As a result of industrialisation of the parish in the 19th century, there are few older buildings in the parish, with these Victorian houses making up some of the oldest development.

Settlement pattern:

Development extends a small way from the town centre in a linear nature and there are four areas remaining split across different parts of the town. Houses were built on Queen Street in the 1850s; on Tutnalls Street at around the same time; on Bathurst Park and Victoria Road around the 1880s and along Stanford Road in the 1890s.

Building typologies, materials and design:

Victorian development in Lydney has a distinctive style, mostly developed as semi-detached and short terraces. The predominant material used for the Victorian houses is local dark forest stone (Pennant sandstone). There are often stone quoins at the corners and stone dressings around the windows and door. Roof types are mostly pitched using slate tiles and windows are vertically proportioned, usually symmetrically placed along the front façade with identical dimensions. There are some bay windows with slate roofs.

The overall character is simple and quite austere. Other than the stone dressings there are little details, though a few roofs have detailing along the ridges. Chimney stacks are mostly of a simple, narrow rectangular style in brick or stone and usually placed at the opposite ends of the roof.

Density, scale and massing:

Building heights are 1-2 storeys, and heights are consistent, with subtle roof pitch changes. Extensions have been added to many houses with dormer windows and habitable rooms in the roof. Density is higher compared with other character areas, especially the development along Queen Street which is dominantly formed of terraces. Plots are laid out in distinctive long and narrow plans.

Building line and boundary treatment:

Across all the areas front gardens are small, with the smallest on Queen Street. There is a continuous building line along the developments which is set back a short distance from the road. Boundary

treatments are almost entirely low walls, of stone or brick, sometimes topped with small iron railings. The consistent use and form of these walls along the street form neat front gardens.

Movement and parking:

Roads in these areas are typically narrow, any on-plot parking is provided between building gaps with no provision at the front of properties. The majority of parking is provided on street.

Views:

Building gaps are usually small, affording generally limited long distance views.

Figure 28: Short terrace of Victorian housing in Lydney, with red sandstone, stone dressings, bay windows and pitched slate roofs.

Figure 29: Victorian housing along Bathurst Park Road in Lydney, with small front gardens, consistent building line and low stone wall boundaries.

Figure 30: Church Road, Lydney, houses from the late 18th century.

3.4 20th century development

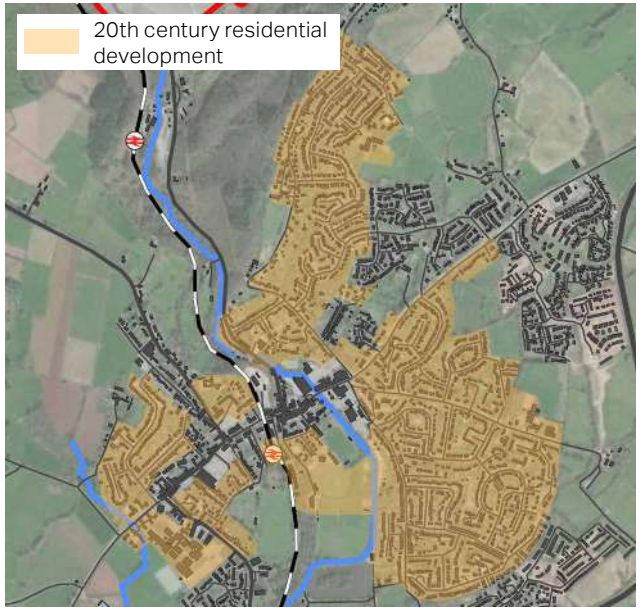


Figure 31: 20th century residential development character area.

Residential development from the 20th century makes up the most significant expansion from the historic core of Lydney. This development much enlarged the town, as shown in the map above.

The largest southern area of development was formed by the progressive formation, mainly with council estates, of the suburb of Tutnalls on the ridge bounded by Tutnalls Street and Naas Lane. Development here started before the first World War with 49 terraced houses built along Mount Pleasant in, at that time, a fairly isolated area. During the same period development also started north of the town with a small group of houses built on Spring Meadow Road.

Following Lydney Rural District Council's purchase of the land east of Tutnalls Street in 1919, 50 council homes were built by 1924, laid out mainly in short terraces on Severn Road. Over the following years the area developed through a combination of private and council housing. This included:

- 1924-27: private developer built 40 small semi-detached houses on an adjoining part of the Tutnalls Street site.
- 1926-28: the council built 55 semi-detached houses on Spring Meadow Road.
- 1930-33: the council built 86 houses in two estates adjoining Regent Street and Oxford Street on the south-east side of the town.
- 1935: the council started building another estate at Tutnalls adjoining Naas Lane, partly to rehouse residents of the demolished houses on Albert Street as part of a clearance scheme.
- 1938: the largest private development during the inter-war period with 40 semi-detached houses built in 1938 at Templeway.

Settlement pattern:

The large and rapid development of both private and council estates, as well as some individual private properties significantly changed the town during this period. The settlements are centred on long, winding spine roads with perimeter roads and cul-de-sacs branching off from these main roads.

Building typologies, materials and design:

There are a variety of typologies and housing styles, with areas of repeated designs where whole cul-de-sacs have been built at the same time. There are also

areas with more variety in design where housing has been developed individually.

Kennard & Kennard architects were commissioned to design the houses built on the land east of Tutnalls Street, mainly centred on Severn Road. This style, as shown in **Figure 28**, has been replicated in Rushylease (**Figure 29**), Forest Road, Spring Meadow and the Almshouses at the entrance to Bathurst Park (**Figure 30**).

In general the materiality and form of 20th century development in Lydney rarely reflects vernacular characteristics of the area, instead reflecting typical designs of the time period which can be seen in other towns across the UK. Materials and colour palette varies. Predominant façade materials include use of brick of varying colours, render in both smooth and pebble dash finish and use of uPVC cladding.

Roofs are mostly clay tiles and there are both pitched and hipped examples. Windows vary in style and dimension, often with a horizontal proportion, not reflecting the simple and vertical style of the vernacular.

Density, scale and massing:

Buildings are modest in scale, constrained to 1-2 storeys in height. There are bungalows interspersed within areas of 2 storey houses as well as concentrations of bungalows, for example Lancaster Drive consists solely of bungalows.

Building line and boundary treatment:

All houses in the 20th century development areas have a set back building line with front gardens and on-plot parking provision, usually provided at the front of the property. Plots often lack clear boundary treatments.

Movement and parking:

Parking is provided on-plot for nearly all houses in 20th century development, though there are also cars parked on the street. There are also some parking courts within the character area, including Swan Road car park, which is a free public car park. Pavements are relatively narrow and there is a lack of street trees with the exception of Templeway.

The topography of the area creates boundaries for walking for those with reduced mobility such as the elderly, parents with pushchairs and people with disabilities.

Views:

Especially in the 20th century development to the north-east, east and south-east the topography of the area is a hugely influentially feature in the area's character. Roads climb up and down the hillside at often steep gradients and the winding nature, along with varying heights produces long-distance views at several points in the area.

Figure 32: View from Woodland Rise from the junction with Primrose Way.

Figure 33: 20th century development using repeated typologies with red brick and dark, scallop tile façade detailing and horizontally proportioned windows.

Figure 34: Swan Road public car park with local stone wall boundaries.

Figure 35: Repeated typologies on Fairfield Road with pebbledash render in muted yellow tones and hipped roofs.

Figure 36: Gault brick and white uPVC cladding on semi-detached 20th century properties.

Figure 37: Houses on Severn Road, designed by Kennard & Kennard architects and built in the early 20th century.

Figure 38: Houses on Rushylease, built in the same style as the Severn Road development.

Figure 39: Almshouses on Church Road.

Figure 40: Bungalows on Lancaster Drive.

3.5 Late 20th century residential development

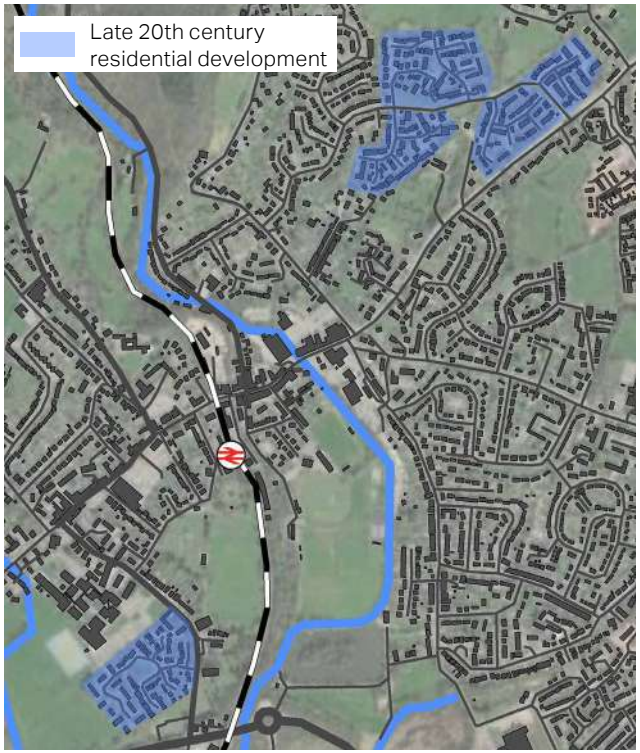


Figure 41: Late 20th century residential development character area.

There are pockets of late 20th century estates, developed in the late 1990s. One, to the south-west and four to the north-east.

Settlement pattern:

These areas differ in character to the 20th century development character area in being much more self-contained in settlement pattern. There is often just one or two linking the estate to the main road, with the rest of the development formed from short cul-de-sacs.

Building typologies, materials and design:

Typologies, designs and materials are very similar across a single estate, though vary significantly between the different estates. Properties are mostly semi-detached or detached with few terraces. These estates differ in how much the design references the context of Lydney in terms of materiality and form.

There are some design references to features of the vernacular. For example on Tiberious Avenue there are some bay windows, a level of symmetry for the window placement with generally vertical, simple form and detailing such as yellow brick quoins.

Across the character area pitched roofs are the dominant roof form, with occasional use of hipped or half-hipped roofs. Clay plain or pantiles are predominantly used for the roofing materials.

Density, scale and massing:

Buildings are predominantly 2 storeys in height and there is a high proportion of detached houses. Density is similar, though overall slightly higher, than 20th century development with small building gaps. Buildings tend to take up more of the plot than in the 20th century development.

Building line and boundary treatment:

Houses have a set back building line with space for parking and often a small front garden. Boundary treatment is mostly limited to small hedges and vegetation and sometimes there is none. The area in general is more green than the 20th century development with small green spaces and other larger parks incorporated into the estates; however streets still lack street trees.

Movement and parking:

Roads in these areas are designed for low traffic speeds and since there are no-through roads, traffic will be limited to residential access. However the lack of links to the rest of the town creates disconnect.

Views:

The topography of Lydney means there are some long distance views, in particular from points where houses face onto undeveloped land, for example from Tiberius Avenue facing south-west. There are fewer and smaller building gaps so less long distance views afforded than other areas of the parish.

Figure 42: Detached house on Tiberius Avenue in yellow brick, with red brick and sheet metal detailing.

Figure 44: Detached house on Tiberius Avenue with on-plot front parking.

Figure 43: Lych Gate Mews

Figure 45: Short terrace row of 3 houses on Claudius Way.

Figure 46: View of St Mary the Virgin Church from Lych Gate Mews.

3.6 21st century residential development

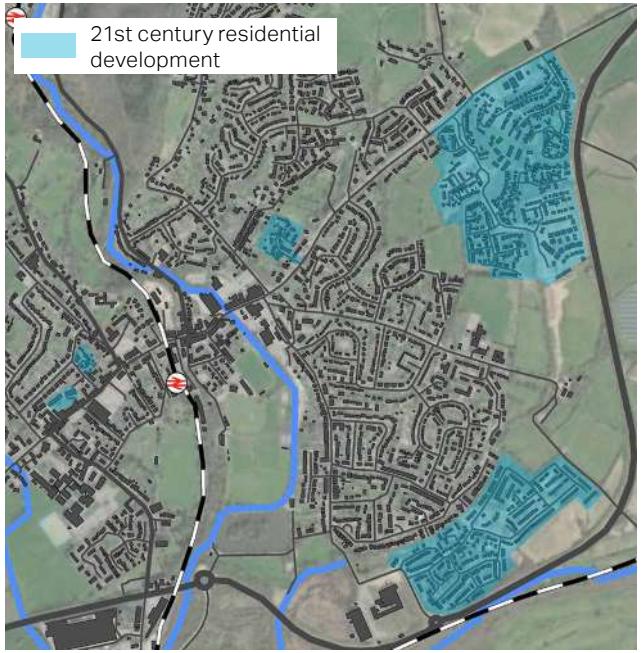


Figure 47: 21st century residential development character area.

The majority of 21st century development has taken place through estates at the periphery of Lydney, with two large developments to the south-east and north-east of Lydney. There are also some small areas of 21st century infill closer to the town centre.

Settlement pattern:

The two large 21st century developments use cul-de-sacs with one or two roads linking to the existing road network of Lydney. The 21st century development to the north-east in particular features many cul-de-sacs all radiating from a single serving road - Rodley Manor Way, which creates a disconnect with the existing town.

Building typologies, materials and design:

Across the 21st century development the most predominant building material is red brick. Render is also used and some stone cladding is used in Meadow Rise. There is less variety in materials across development areas than in the 20th century development character area. Building typologies include detached, semi-detached and terraced houses.

Repeated designs across the estates are common and across the character area designs are very similar, in particular the two large developments. The predominant roof material is artificial slate tiles, mainly in grey with some orange colours. Roof styles include pitched and hipped roofs.

Density, scale and massing:

The developments are more dense than the 20th century development in Lydney with larger building footprints to plot ratios, resulting in smaller gardens. Building height is also higher than most of the other character areas in Lydney, three storey houses are seen in the 21st century development to the south and in Meadow Rise. This gives these areas an urban character.

Building line and boundary treatment:

The building line is set back a small distance from the pavement, with often very small front gardens. Boundary treatments include high red brick walls, low hedges, as well as open boundaries altogether being relatively common. There is a dominance of cars and hard surfacing.

Movement and parking:

In some places there is a lack of on-plot parking, for example in Meadow Rise, which

means cars are parked on the street and pavement. Rodley Manor Way features a wide spine road, use of roundabouts and roads for houses are between the pavement and Rodley Manor Way. This creates an inactive streetscape and low enclosure, which can result in a poor pedestrian experience.

Views:

In the smaller, more enclosed, infill developments there are few long distance views. At the edges and through building gaps in the larger developments there are long distance views towards the countryside and harbour to the south.

Figure 48: 21st century detached houses on Rodley Manor Way.

Figure 49: Detached red brick house on Highbrook Way.

Figure 50: 21st century development on Rodley Manor Way, where the housing access road runs between the pavement and Rodley Manor Way road, creating very low enclosure along this street.

Figure 51: Detached two-storey house and bungalow on Abbots Gate.

Figure 52: New-build infill development within the town centre, on a close directly off the High Street.

3.7 Edge development

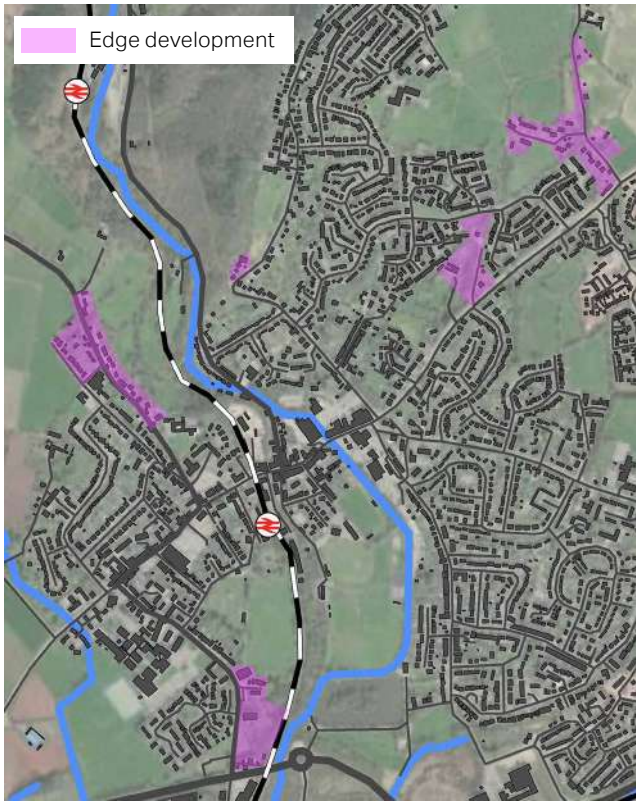


Figure 53: Edge development character area.

These are areas of development at the edge of the built-up area of Lydney which transition to the rural landscape

Settlement pattern:

Edge development is formed on linear development along roads which lead out into the countryside, so become more rural as they travel away from the built-up areas of the town. Development has occurred through individual buildings, rather than groups of buildings as in other character areas.

Building typologies, materials and design:

There are a variety of materials used in these areas including red brick, render, gault brick and red sandstone.

Materials and designs vary across the character area from building to building. Most houses are detached and there are no terraces. There are some bungalows with the main concentration of bungalows in the area around Lancaster Drive.

Density, scale and massing:

Building height is low, constrained to 1-2 storeys. Density is lower than other character areas with frequent large building gaps.

Houses and plots vary in size, though overall plots are generally larger than other areas with more generous front and back gardens.

Building line and boundary treatment:

There is a set back building line, often a considerable distance from the road. Boundary treatments often use stone walls. Along Bream Road, houses to the west side of the road sit where the hillside slopes down which combined with use of stone wall and low heights result in only the upper floors/roof being visible from the road. This is typical for edge development where the presence of the built-up environment reduces as the roads lead out to the countryside.

Movement and parking:

Roads out into the rural landscape take on a more rural character, lined with hedges and trees. Parking is on-plot and cars are usually

well concealed from the road by greening and boundary treatments.

Views:

There are long distance views out of the area towards open countryside through frequent buildings gaps. The low density and building heights affords many opportunities for these views across the character area.

Figure 54: Well set back edge development along a rural road with grass verges.

Figure 56: Rural road leading out from Lydney with limited road markings and lined by hedgerows and trees.

Figure 55: Long distance view between building gaps from edge development.

Figure 57: Detached house which is part of edge development with red brick, slate pitched roof and on-plot side parking.

3.8 Industrial areas and the harbour

Figure 58: Industrial areas and the harbour character area.

There are three industrial areas in Lydney Neighbourhood Area. This includes one adjacent to the 21st century residential development to the south of the town centre, Lydney Harbour Industrial Estate next to the harbour and one south of the A48 to the east of the town on Mead Lane and Station Road. There is also a commercial estate at the west boundary of Lydney between the town and the neighbouring village of Aylburton, which includes leisure uses such as cafes, a garden centre and Taurus Crafts.

Settlement pattern:

These areas are situated off main roads with buildings arranged around courtyards. The harbour area is mainly green space surrounding the harbour, with a car park and small cafe - Hips Harbourside. These are reached by a single road, Harbour Road.

Building typologies, materials and design:

Industrial buildings in Lydney have varied designs. They are typically large in footprint and low in height - 1-2 storeys. There are gabled roofs and use of corrugated metal cladding. Walls use bricks, corrugated metal and some weather boarding.

Density, scale and massing:

Density is low, with large massing and large areas of car parking and hard standing surfaces between industrial buildings.

Building line and boundary treatment:

There is not a consistent building line or use of boundary treatment in these areas.

Movement and parking:

There are usually just one or two access points, with the exception of Lydney Harbour Industrial Estate which has three access roads. Roads through the industrial areas are unmarked roads following informal routes through the area. These are generally not pedestrian friendly with no pavements. The harbour has several footpaths which lead north along the coastline and into the town centre through Lydney Recreation Trust Ground. Parking is provided next to the harbour free of charge.

Views:

The most notable views in this area are the panoramic views from the harbour out across the River Severn to the land opposite.

Figure 59: Lydney Harbour Industrial estate.

Figure 61: View from Lydney harbour area across the River Severn to land opposite.

Figure 63: Boats moored at Lydney harbour.

Figure 60: Garages in the industrial area of Lydney.

Figure 62: The lock at Lydney harbour.

Figure 64: Pedestrian route alongside the harbour.

3.9 Allaston

Figure 65: Allaston character area.

Allaston is a village which forms part of Lydney and is connected to Lydney by Allaston Road.

Settlement pattern:

Originally a tithing formed of small manors and associated farms, residential development first came about in 1680 on Allaston Meend common. Though not surviving today, these cottages were the start of the formation of the hamlet of Primrose Hill. Development occurred during the 19th and 20th centuries, primarily along Allaston Road with a few short lanes branching off from the road and some loose development along Driffield Road.

Building typologies, materials and design:

Building typologies include mainly detached houses, with some semi-detached and short terraces of 3 properties. There are a number of bungalows along Allaston Road, particularly along the northern side of the road. At the junction of Allaston Road and Driffield Road there is Little Allaston Farm consisting of farm buildings loosely arranged around a courtyard.

Density, scale and massing:

Density is generally quite low, lower overall than the 20th century development of Lydney and given that development is mostly linear along Allaston and Driffield Road Allaston shares characteristics with the edge development character area: building gaps, large back gardens and overall large plots.

Building line and boundary treatment:

There is a set back building line which is relatively consistent for the bungalows along the northern side of Allaston Road and for properties on Windsor Drive, but varies in other parts of the character area. Boundary treatments include low stone walls, hedgerows, brick walls and some wooden fences with gaps. Some form of boundary treatment is seen on the majority of plots.

Movement and parking:

The main road through the character area is Allaston Road which connects to the main area of Lydney by Primrose Hill. Allaston Road has an informal, rural character with no road markings. Driffield Road is more rural still in character comprised of a single-lane road, with dispersed development on the west side and hedgerows and trees lining the east side.

Views:

Allaston sits at higher land, which affords several long distance views. In particular, there are long distance views down Allaston Road towards the Forest surrounding Lydney and long distance views between tree gaps along Driffield Road east to the River Severn.

Design guidance and codes

04

4. Design guidance and codes

This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties in the Neighbourhood Area. Where possible, local images are used to exemplify the design guidelines and codes. Where these images are not available, best practice examples from elsewhere are used.

4.1 Introduction

The design guidelines and codes listed hereby are organised under four principles that are particularly relevant to Lydney Parish. They have been generated based on discussions with members of the Neighbourhood Plan Steering Group, the site visit, the area analysis included in Chapter 2 of this report, and on good practice relevant to the physical context of the Neighbourhood Area. Some of these are more general and could be used as design guidance within the Neighbourhood Plan. Other elements that are more prescriptive or set out parameters form design codes.

4.2 General design principles for Lydney Parish

This section provides guidance on the design of development, setting out the expectations that applicants for planning permission in the Neighbourhood Area will be expected to follow.

The guidelines and codes developed in this part focus on residential developments. New housing development and modifications should not be viewed in isolation; rather, considerations of design and layout must be informed by the wider context. The local pattern of roads and spaces, building traditions, materials, and the natural environment should all help to determine the character and identity of a development. It is important with any proposal that full account is taken of the local context and that the new design embodies the 'sense of place'.

Reference to context means using what is around, shown in Chapters 2 and 3, as inspiration and influence. Sensibility to the context should by no means restrict architectural innovation; in fact, the solution could be a contemporary design that is in harmony with the surroundings. Proposals should also take account the individual characteristics of each settlement in the Parish and seek to enhance and reflect its distinctive features.

The set of design principles shown on the next pages are based on the analysis of the character of Lydney and discussions with members of the Neighbourhood Plan Steering Group.

The main themes to be mentioned are summarised hereafter:

LB **Local character and built form**

AM **Access and movement**

LH **Landscape and heritage**

GS **Green and blue infrastructure and sustainable design**

4.3 Lydney design guidelines and codes

The design guidelines and codes are based on the four main themes as set out on the previous page. These are subdivided into focused subsections which address particular design issues relevant to Lydney.

The sections and corresponding subsections are shown on the table opposite. Subsections are numbered with the initials of the main section (e.g. LB.01).

Code	Prefix	Title
Local character and built form	LB.01	Pattern of development, layout and grain
	LB.02	Enclosure, building lines and boundary treatments
	LB.03	Density and building heights
	LB.04	Architectural details, materials and colour palette
	LB.05	Industrial areas
	LB.06	Household extensions
	LB.07	Infill development
	LB.08	Shop fronts
Access and movement	AM.01	People friendly streets
	AM.02	Vehicular and cycle parking
	AM.03	Legibility and wayfinding
Landscape and heritage	LH.01	Development affecting heritage assets
	LH.02	Views and landmarks
Green and blue infrastructure and sustainable design	GS.01	Resilience to flood risk
	GS.02	Green spaces
	GS.03	Street trees and vegetation
	GS.04	Biodiversity
	GS.05	Create a green network
	GS.06	Sustainable buildings

Table 02: List of design codes based on group priorities and where they apply.

LB 01. Pattern of development, layout and grain

Development in Lydney has grown from the two historically distinct settlements of Newerne and Lydney to form a linear town centre, with subsequent, extensive expansion through ribbon development and cul-de-sacs.

There are development patterns which can integrate new development into the existing town and conversely patterns which produce isolated extensions with little connection to the existing networks. Therefore any new development should respect the following principles:

- New development should propose design that sits sensitively within their physical environment. In particular, the topography of Lydney should be carefully considered and inform design;
- New development must demonstrate a good understanding of the scale, building orientations and enclosure levels of the surrounding built environment and adopt design that respects the existing character.
- Buildings should be orientated towards the roads, providing an active frontage to the street;
- Developments should link into the existing travel network of Lydney and form a grain which is pedestrian friendly and matches with the existing townscape. In new development in Lydney there are a high number of cul-de-sacs radiating from single spine roads and the layout of these houses result in self-contained developments. Layouts which integrate into the urban fabric of the town and provide linkages should be followed. The Forest of Dean Residential Design Guide gives further guidance on site layouts which "avoid the 'anywhere' solution"[1];
- Existing hedges, hedgerows and trees should be integrated into new developments, whilst more planting and vegetation is encouraged; and
- In general, any proposal that would adversely affect the local character of the settlements, undermine the surrounding landscape or give rise to an unacceptable increase in the amount of traffic, noise or disturbance must be avoided.

1 Forest of Dean Residential Design Guide, Forest of Dean District Council, https://www.fdean.gov.uk/planning-and-building/planning-policy/developing-our-new-residential-design-guide/

LB. Local Character and Built Form

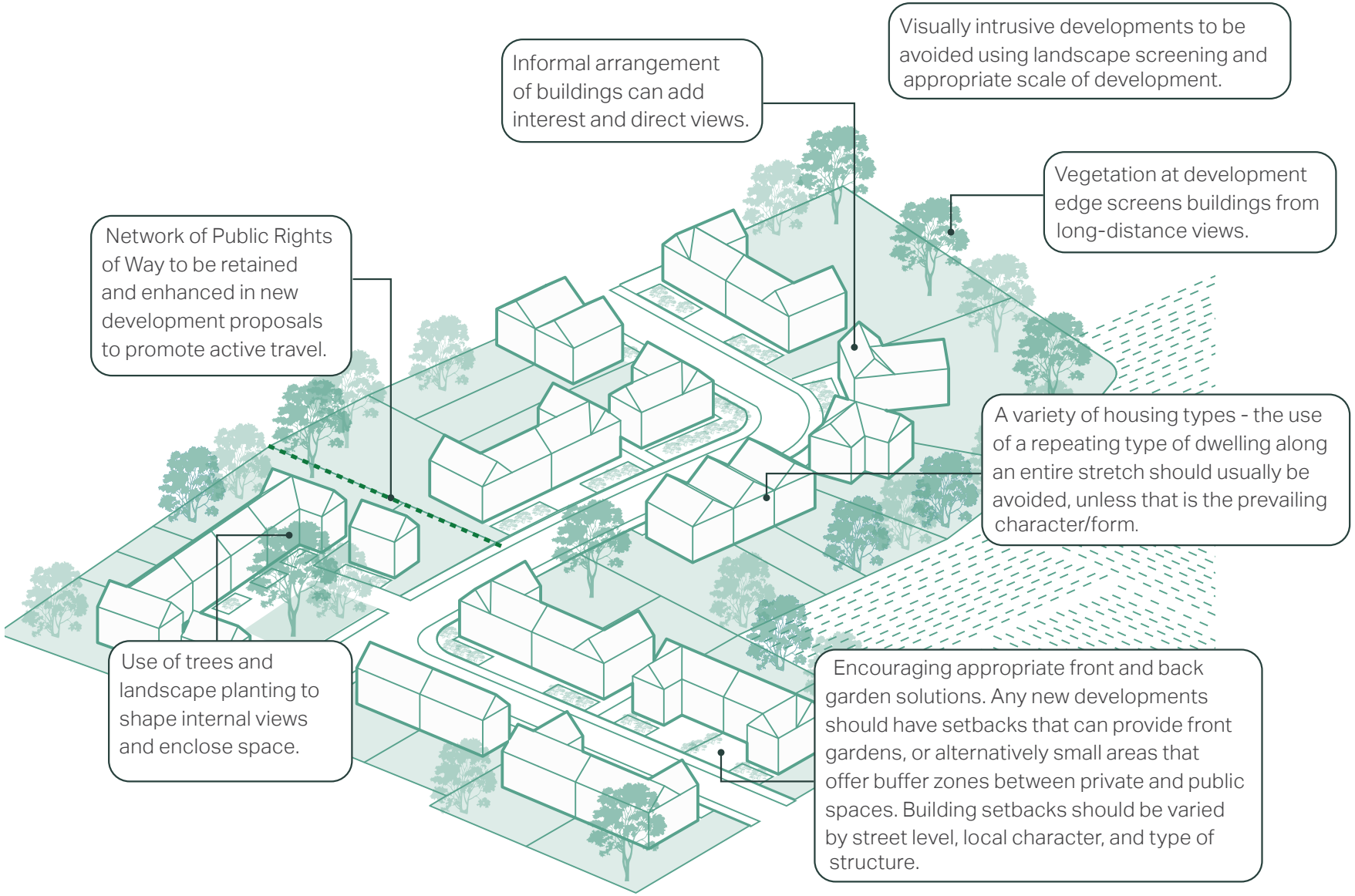


Figure 66: Diagram showing layout of building elements such as enhancing PRoW networks, respecting views and front and back garden solutions which could positively contribute to local character.

LB 02. Enclosure, building lines and boundary treatments

The use of continuous buildings lines and setback distances contribute to the overall character of the area and sense of enclosure of the streets and public spaces.

Buildings in Lydney town centre generally have small to no set backs from the street with a continuous, linear building line.

In other character areas further out from the centre, for example in the 20th century residential character area, front gardens are larger and buildings are more generously set back from the road. Often in these areas in Lydney threshold spaces lack landscaping and boundary treatment, with car dominance and poor streetscape as a result. Therefore in new developments with set back building lines, threshold spaces should be well landscaped and with boundary treatments appropriate to the existing character of the area.

Some design recommendations are:

- New development should maintain a consistent building line with existing properties to form a unified whole. However, subtle variations in the form of recesses and protrusions are encouraged to provide variety and movement along the street;
- Existing boundary trees and hedgerows should be retained and reinforced with native species;
- New development should use native species of planting, hedgerows and trees in front gardens and green boundary treatments to increase biodiversity and improve the streetscene of the development, especially where the road is too narrow for street trees;
- New development must identify existing boundary treatments in the context of the site and select appropriate boundaries to ensure integration with the existing context. The proposed boundary treatments must reflect locally distinctive forms and materials. In the context of Lydney, this includes use of walls constructed from local stone; and
- Building lines should reflect the differences in character areas and help to integrate development with the surrounding countryside. For example, though closer to the town centre the building line should be more consistent, further out from the town centre, within edge development, the building line should be more varied and informal with larger set backs to indicate the transition to the countryside.

Figure 67: Continuous building line in the town centre which fronts directly onto the pavement.

LB. Local Character and Built Form

Enclosure refers to the relationship between public spaces and the buildings that surround them. A more cohesive and attractive urban form is achieved when this relationship is in a suitable proportion appropriate to the street character.

There are different levels of enclosure observed in Lydney. The town centre and older, linear development, for example, have a higher enclosure level, 20th century development areas further out from the town centre have lower enclosure levels, and edge development has even lower enclosure levels. There are also differences in enclosure within character areas, where road junctions, green spaces and variations in set back provide more open spaces.

The following guidance should be considered to achieve the desired level of enclosure:

- The level of enclosure of a street should be proportionate to its hierarchy, for example, primary streets should generally have an open character while residential streets should have a more enclosed character;
- In case of building setback, façades should have an appropriate ratio between the width of the street and the building height;
- Narrow gaps between buildings must be avoided. Buildings should either be detached, semi-detached or properly attached;
- Trees, hedges, and other landscaping features can help create a more enclosed streetscape and provide shading and protection from heat, wind, and rain. Street trees provide many benefits including improving biodiversity, reducing flood risk and providing shade. For further design guidance relating to street trees refer to section **GS.03** in this document;
- Careful positioning of walls, landscaping and paving can achieve visual continuity and well-defined open spaces to link buildings together and define public and private spaces; and
- In the case of terraced and adjoining buildings, it is recommended that a variety of plot widths, land use, building heights and façade depths should be considered during the design process to create an attractive streetscape and break the monotony.

LB 03. Density and building heights

The predominant building heights in Lydney generally range from 1-2 storeys high. There are higher buildings of 3 storeys in the town centre and in some of the 21st century development; however the character of Lydney is of a low height settlement, which should be reinforced in any new development.

Density also varies across the town, with generally the highest density seen in the town centre and the lowest at the edges of the town.

Therefore design guidance for building heights and density are as follows:

- Development should generally be restrained to 2 storeys to maintain the character of the area and also preserve the nature of notable tall buildings in the area. For instance the spire of St Mary the Virgin Church, which acts as a landmark and taller buildings at corner junctions, which can be used for wayfinding and improving the legibility of the town centre.
- Overall new development should respect existing context. The height and density of new buildings should respond to the surrounding building heights, roofscapes and topography while making an effective use of land. They should not be overbearing or dominant in the existing street scene; and
- Subtle variation in height is encouraged to add visual interest, such as altering eaves and ridge heights. The bulk and pitch of roofs, however, must remain sympathetic to the tree canopy and local vernacular.

Figure 68: St Mary the Virgin Church, with a tall spire, acts as a landmark feature in the town due to its height difference over surrounding buildings.

Figure 69: The old police station, now used as offices, has a slightly higher and grander built form which adds interest and as a corner building, can help with wayfinding by acting as a landmark feature along the town centre.

LB 04. Architectural details, materials and colour palette

Lydney has varied architectural styles which differ throughout the character areas. There are areas where architectural styles, materials and colour palette contribute to its character and reflect Lydney's identity as a town within the Forest of Dean. However there are also examples where the town's character has been degraded by use of inappropriate materials and colour palette and use of repeated architectural designs. There is a desire to restore a sense of place and identity to Lydney, which can be improved through use of architectural details, materials and colour palette to enforce the local character.

Therefore some design guidance for architectural details, materials and colour palette are as follows:

- New development should reflect the high-quality local design references in both the natural and built environment and make a valuable contribution to the historic character of the Parish;
- New development should use appropriate materials that match or complement the local vernacular;
- The choice of colour and finish of materials is an important design factor in anchoring buildings within the surrounding built environment and landscape. References to the local palette should therefore be made;
- The number and size of windows should be appropriate and within scale of the building façade. Windows should match the general orientation, proportion, and alignment of other windows in the same building as well as those on adjacent properties, reinforcing the continuity of the streetscape;
- Window subdivisions should be arranged symmetrically about the horizontal and vertical areas of the openings. Large panes of glass that are not subdivided should be avoided, as they can distort the visual scale of the building;
- Where brick is used, bricks that match buildings in the surrounding area are preferred. Particular attention should be given to the bonding pattern, size, colour and texture of bricks; and
- The use of traditional, natural and preferably locally sourced materials is generally more appropriate than man-made synthetic, pre-coloured materials as they lack the variation on colour and texture found in natural materials.

The following pages illustrate existing local vernacular of the town. Future developments should carefully apply this code to avoid creating a pastiche of the existing local vernacular. Detailing can be interpreted using contemporary methods to avoid this. Materials of good architectural quality should be used in new developments.

LB. Local Character and Built Form

Wall materials

The main traditional wall materials in Lydney are local, natural pennant stone, red sandstone and local red brick. White and coloured render are also characterful of the town centre.

Roof materials

Welsh slate roofs are the most prominent vernacular material. Traditional roof types are pitched.

Fenestration materials

Vernacular windows in Lydney have vertical proportions, simple forms and stone dressings. Bay windows are also part of Lydney's character.

Boundary treatment materials

The predominant boundary treatment is low stone walls. There are also low red brick walls and hedgerows. For wall boundaries to establish a consistent character the wall traditionally matches the material of the building façade. More natural boundary treatments are used at the edge of the built-up area and on rural roads.

Wall

Local, natural pennant stone

Coloured render

Rubble stone

Red sandstone

Local, red brick

White render

Roof

Clay plaintiles

Grey slate tiles

Clay pantiles

LB. Local Character and Built Form

Windows and Doors

Vertical proportioned windows and one bay window with slate tile roof

Double bay windows and small slate roof porch

Windows with vertical panels and two bow windows

Wooden door with arched top and stone dressing

Symmetrically placed windows with simple form and dressings

Pitched dormer window and stone dressings

Boundary Treatment

Small iron railings with planting

Hedgerows

Low stone wall with coping

Low stone wall with vertical stone tops

LB 05. Industrial areas

There are four employment clusters within the Lydney Neighbourhood Area, including three industrial areas and one commercial area.

These industrial areas play a key role in providing local employment opportunities in Lydney and in celebrating the harbour's history and its key role in several industries which contributed to the town's growth.

There are also amenities and leisure facilities provided in these areas which are important and valued facilities for the residents of Lydney.

However, these areas are often located in sensitive locations close to existing residential areas or within the setting of key coastal or rural landscape. It is, therefore, important that these industrial areas are sensitively designed to positively respond to their surrounding context and mitigate any visual and noise impacts.

Therefore the following design guidelines should be considered:

Access and Servicing

- The road network should be laid out in a way to facilitate circulation and traffic. For example, connected road networks are recommended as opposed to cul-de-sac streets; and
- Accessibility and routes of all users should be considered from the outset to mitigate any potential conflicts, such as by providing a direct and accessible pedestrian and cycle entrance from the street and segregate servicing and pedestrian and cycle routes.

Active Frontage and Landscaping

- Position the most active uses or operational making areas at ground floor along the street;
- The road network within the industrial areas should be bordered with green verges and street trees (**GS.03**) to increase green coverage in an otherwise relatively hard surfaced setting;
- Parking lots should not dominate the area and should be screened with vegetation and mature trees and, where possible, be located to the rear of buildings. Permeable paving materials are recommended;
- Consider opportunities to introduce green roofs or winter gardens in larger footprint buildings to mitigate acoustic impacts of industrial operations, break hard and promote sustainability;
- Use ancillary uses and landscaping to provide a buffer between residential and industrial uses such as cycle storage; and
- Where landscape buffers are used to soften the visual and acoustic impact of new industrial development, they should be designed as functional spaces such as meeting place. Low quality green space at the edge of an industrial site, or 'industrial scrub' should be avoided.

LB. Local Character and Built Form

Built Form

- Building heights and massing should not create abrupt changes in proximity to existing residential areas, but should be integrated within the surrounding context. For example, in most instances in Lydney building height does not go over 2 storeys, thus any industrial units should not exceed 2.5 storeys in most areas of the town; and
- A common material palette needs to be adopted and used throughout the industrial areas to and should be sensible to the local character of Lydney.

Movement

- Ensure HGV routes connect to the strategic road network as efficiently as possible to reduce conflict between HGVs and other road users.
- The impact on traffic levels should be considered, as well as the need for separation of traffic.
- Consideration should be given to pedestrians and cyclists when designing employment both in terms of movement, but also access and parking (see adjacent column).
- Businesses should work together to consolidate deliveries where possible, to reduce HGV movements.

Access, yards, servicing and parking

- Active travel should be promoted. Secure cycling storage, with facilities such as showers to enable this.
- Dedicated pedestrian entrances directly from the street should be provided, and servicing and pedestrian routes should be segregated.
- Integrate parking within buildings away from the street edge and separate yard-space, employee parking and visitor parking.
- Consider a shared service yard to optimise space on smaller sites.
- Incorporate sufficient space for HGV turning circles within the site to prevent HGV manoeuvring.
- Consider the provision of shared HGV parking for units that only require occasional HGV access.

LB 06. Household extensions

There are a number of principles that residential extensions and conversions should follow to maintain the character of Lydney:

- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should not result in a significant loss to the private amenity area of the dwelling;
- Consider opportunities to incorporate features of sustainable buildings (**GS.06**) and support biodiversity (**GS.04**);
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided; and
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate;
- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and respect these elements to design an extension that matches and complements the existing building;
- In the case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new;
- In the case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues;
- Any housing conversions should respect and preserve the building's original form and character; and
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials.

Any new materials should be sustainable and be used on less prominent building parts.

Many household extensions are covered by permitted development rights[1] , and so do not need planning permission. These rights do not apply in certain locations including Conservation areas under Article 4 Direction.

1. Planning Portal's Guide on Permitted Development Rights: https://www.planningportal.co.uk/permission/responsibilities/planning-permission/permitted-development-rights

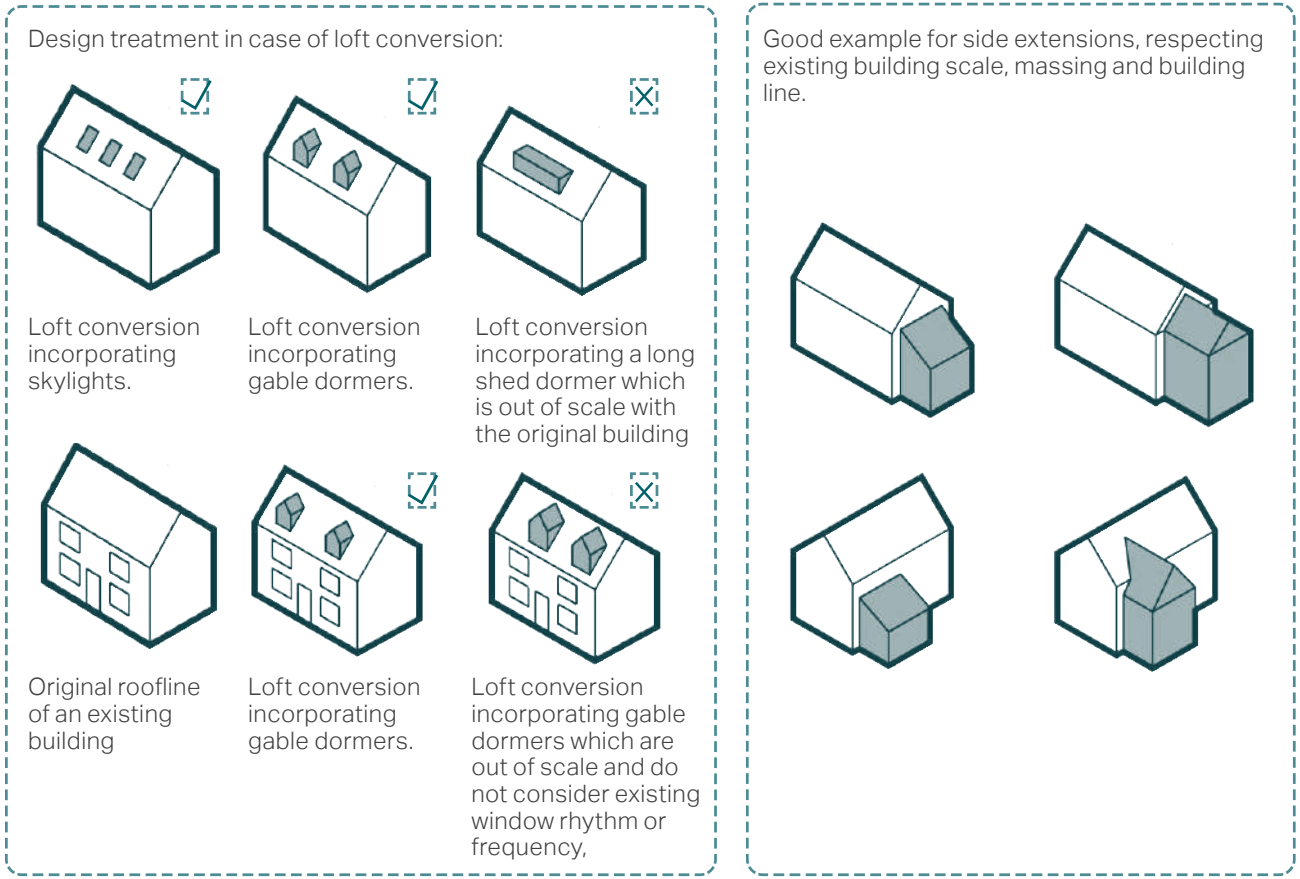


Figure 70: Design treatments for building extensions

LB 07. Infill development

Infill sites will vary in scale, context and location. Infilling can have significant impact on the character and appearance of the immediate built environment. Accordingly, there are a number of principles that residential extensions, conversions and infills ought to follow to maintain the local character:

- New development should complement the street scene into which it will be inserted. The new design needs to reflect the materials, scale, massing and layout of the surrounding properties;
- New development should be within the town settlement boundary, while also protecting short-distance views towards important assets, or long-distance views to the countryside and existing vegetation;
- New development must avoid proposing design that exceeds the surrounding roofline or creates unpleasant views to the existing properties;
- New development must demonstrate a good understanding of the building orientation, building lines, and building setbacks of the surrounding built environment; and
- The building densities of the new development should reflect the surrounding context. In general, any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance must be avoided.

LB 08. Shop fronts

Shops in Lydney are found within the town centre. There is a desire to retain existing shops as well as encourage new ones. Residents greatly appreciate shops in the town centre for not only the ability to shop locally, but also because they help create a vibrant local community.

The design of shop frontages can play a vital role in contributing to the streetscape and vibrancy of the town centre. Thus, key design considerations for shopfront designs in Lydney are:

- Consider the overall proportion, form, and scale of the building's upper floors when altering and designing new shopfronts. Unnecessarily large shop-fronts or signage can detract from or even cover historically valuable architecture and, more generally, create a disjointed appearance;
- Reflect the street and historic styles. Integrate the shop front with the established streetscape, introducing a sense of variety but responding to the overall character of the high street. This includes using characterful materials and colour palette (as described in LB 04), responding to a dominant scale and proportion, and following an established pattern;
- Respond to and enhance the existing conditions of the public realm. Street elements and furniture should be considered when designing shopfronts. This will help improve the overall user experience in the commercial cores of the neighbourhood;
- Unnecessary visual clutter should be avoided. This includes reducing unnecessary advertisements, plastic foliage or other elements stuck onto the shopfront, and removing general detritus such as visible AC units, wires and intrusive roller shutter boxes; and
- Incorporate traditional elements such as fascia boards, cornices, pilasters, appropriately sized uninterrupted stall risers and avoid large expanses of unbroken glazing. These elements create an appropriate architectural frame that results in a well proportioned shopfront;

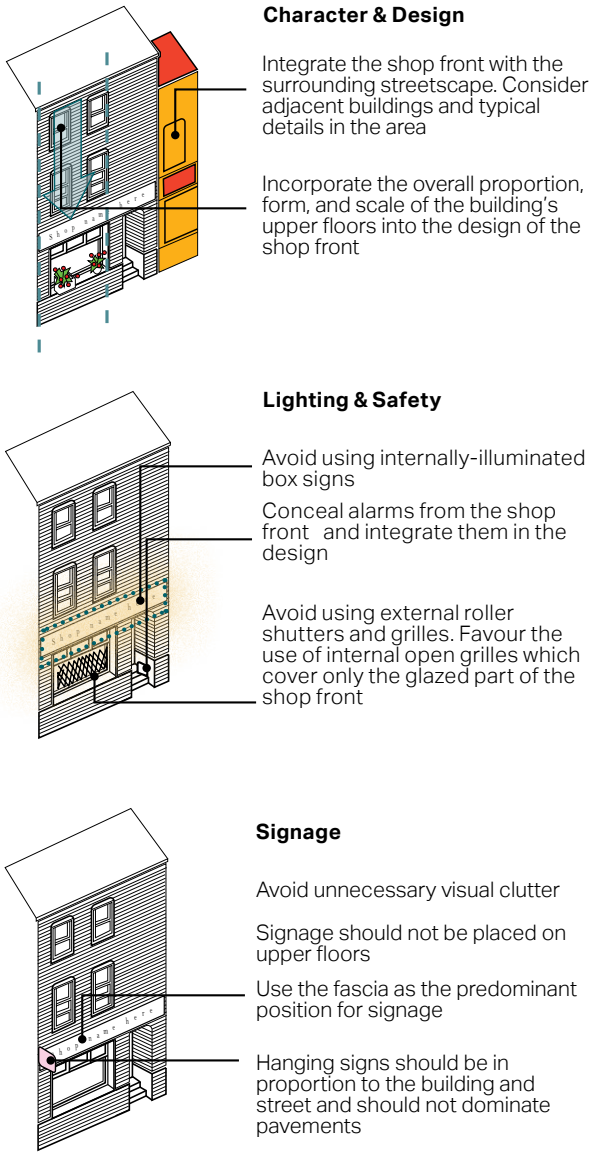
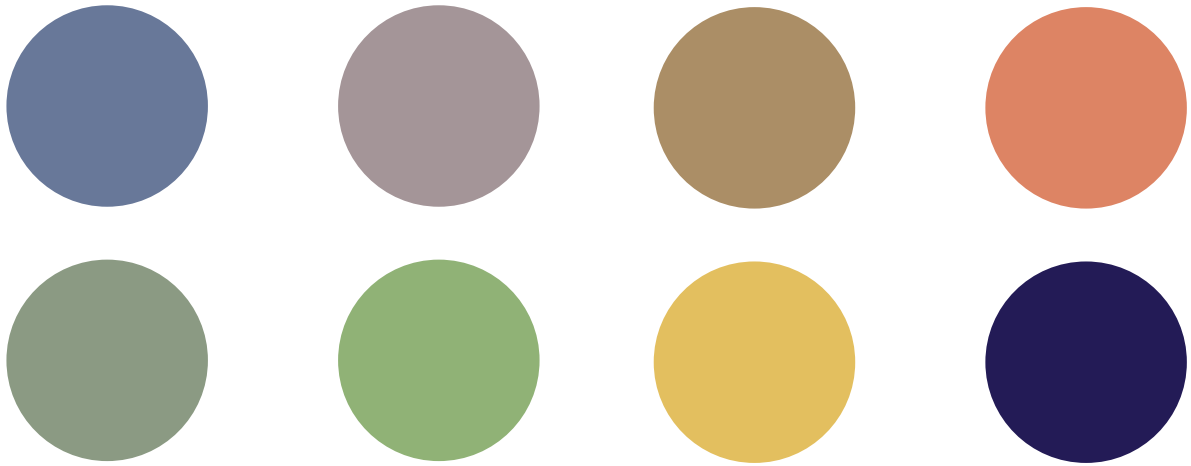


Figure 71: Diagram illustrating well-designed shopfronts

For the town centre frontages, the recommended colour palette, as shown in the Town Centre Design Guidelines workshop, consists of strong colours. It is also recommended that very pale pastel shades are avoided, and for shop buildings a different colour should be used for the ground floor - the shop front, and the upper floor.

Recommended colour palette for shop fronts:



AM 01. People friendly streets

It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians, cyclists and public transport users. Some design guidelines for future development are:

- Streets must comply with guidance set out in Manual for Gloucestershire Streets (2020)[1];
- New streets should be linear with gentle meandering layout, providing interest and evolving views while helping with orientation. Routes must be laid out in a connected pattern allowing for multiple connections and choice of routes, particularly on foot. Cul-de-sacs must be relatively short and provide onward pedestrian and cycle links;
- Within the settlement boundaries, streets must not be built to maximise vehicle speed or capacity. Streets and junctions must instead be designed with the safety and accessibility of vulnerable groups in mind, such as children and wheelchair users, and may introduce a range of traffic calming measures;
- Streets must incorporate opportunities for street trees, green infrastructure, and sustainable drainage;
- Swales could also be inserted into the landscaping to provide sustainable drainage solutions. Swales are shallow, broad and vegetated channels designed to store and convert runoff. They are easy to incorporate into landscaping and the maintenance cost is low;
- Where appropriate, cycle paths should be incorporated into street design to encourage people to use alternative transport;
- Traffic calming should be achieved by design using landscaping, street parking and building layout, and avoid using the traditional forms of engineered traffic calming like humps, cushions and chicanes;
- Crossing points that are safe, convenient and accessible for pedestrians of all abilities must be placed at frequent intervals on pedestrian desire lines and at key nodes;
- Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting and parked cars must be kept away from visibility splays to avoid obstructing sight lines;
- At junctions with minor roads, the carriageway surface should be raised across a pedestrian crossing to prioritise pedestrian movement;
- Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young families with buggies, mobility scooter, wheelchairs etc. The Department for Transport Manual for Streets (2007)[1] states there is no maximum width for footway, it suggests that in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m; and
- New street design should include dedicated areas for cycle parking.

1 Manual for Gloucestershire Streets (2020), Gloucestershire County Council. Available at: https://www.gloucestershire.gov.uk/mfgs/

1. Manual for Streets (2007). Available at: https://www.gov.uk/government/publications/manual-for-streets

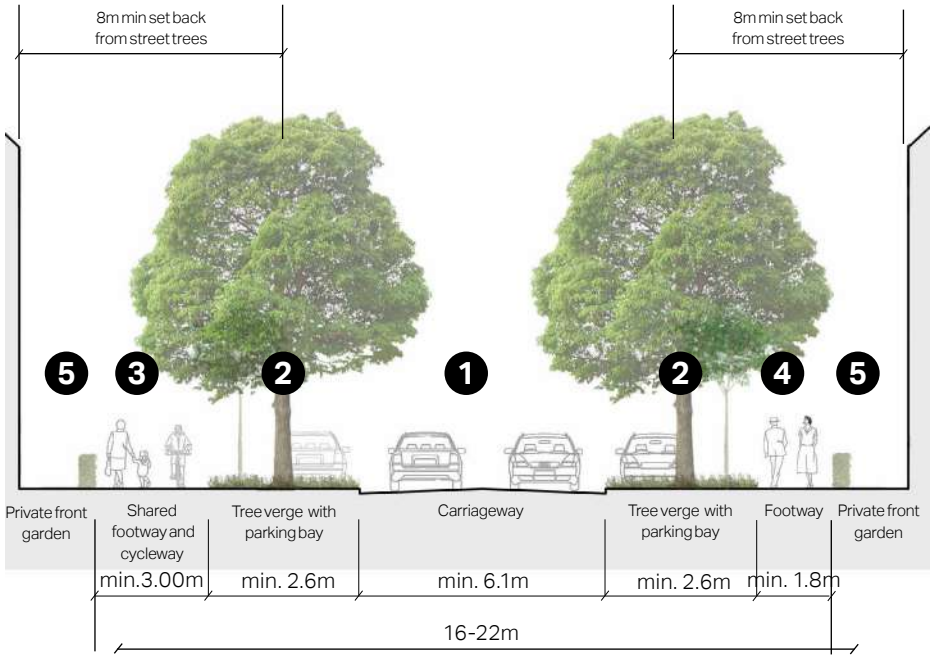
All the streets in new development should be designed to be attractive spaces where people would prefer walking and cycling over driving.

The following pages introduce suggested guidelines and design features including a range of indicative dimensions for street types.

Primary streets

Some guidelines for primary streets are:

- Primary streets are the widest neighbourhood roads and constitute the main accesses into any new development. They are also the main routes used for utility and emerging vehicles, as well as buses;
- Primary streets must be defined by strong building lines. Primary frontages alongside the road should include taller and more dense developments; and
- The quality of the public realm must be of a high standard and consistent throughout the whole primary road.



1. Carriageway (town-wide traffic).
2. Green verge with tall trees. The latter are optional but would be positive additions. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.
3. Shared footway and cycleway can provide an opportunity for cyclist to be segregated from vehicle traffic.
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

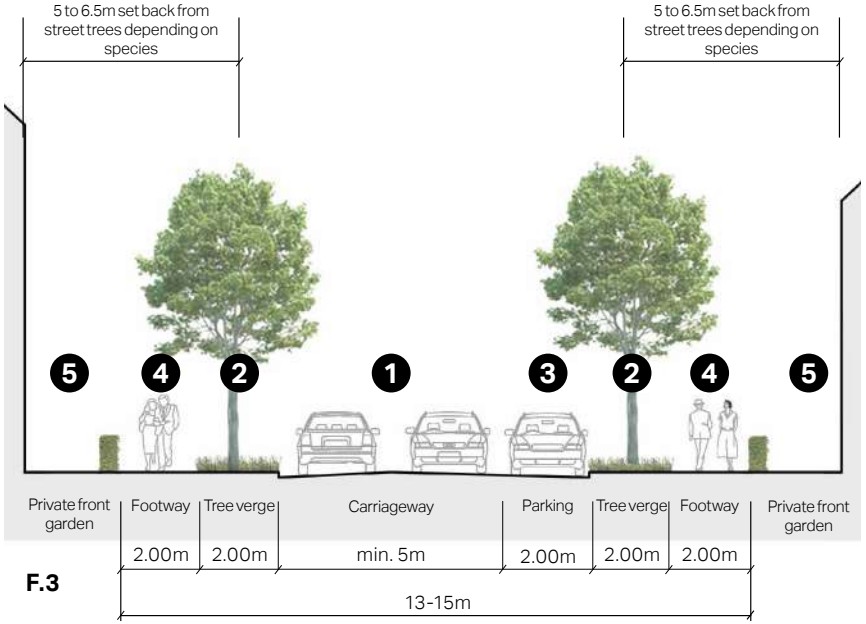
Figure 72: Cross-section to illustrate some guidelines for primary streets.

- Street trees and/or green verges along the road should be provided to contribute to local biodiversity, and provide cooling and shading.

Secondary streets

Some guidelines for secondary streets are:

- Secondary streets provide access between primary streets and neighbourhoods. They should emphasise the human scale and be designed for lower traffic volumes compared to primary streets;
- Secondary streets should accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. On-street parking may be on or accommodated on the street or inset into green verges;
- Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings; and
- Where possible, secondary streets should be tree-lined (with green verges) on both sides.



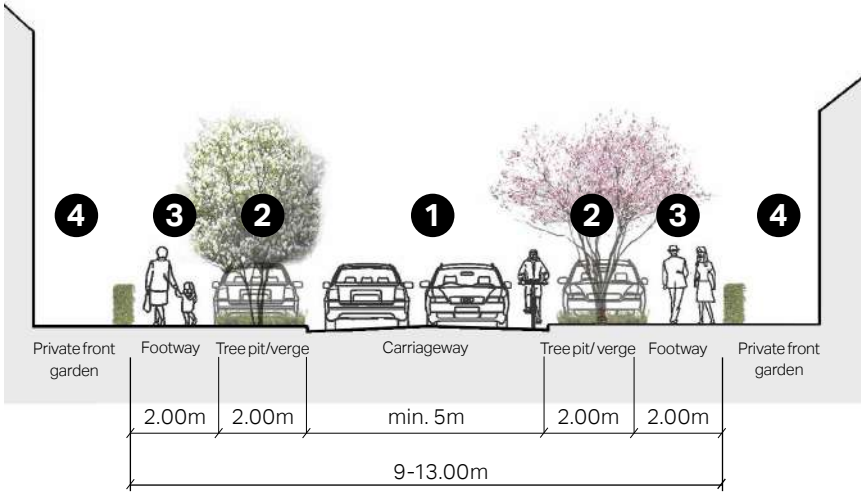
1. Shared carriageway (neighbourhood traffic). Traffic calming measures may be introduced at key locations if needed.
2. Green verge with medium trees. The latter are optional but would be positive additions.
3. Parking bay (may also be inset into verges).
4. Footway - utilities typically located underneath.
5. Residential frontage with boundary hedges and front gardens.

Figure 73: Cross-section to illustrate some guidelines for secondary streets.

Tertiary streets

Some guidelines for tertiary streets are:

- Tertiary streets have a strong residential character and provide direct access to residences from the secondary streets. They should be designed for low traffic volumes and low speeds, ideally 20mph;
- Carriageways should accommodate two-way traffic, cyclists and parking bays. These streets should also accommodate footways, with a 2m minimum width on both sides, and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding;
- Tertiary streets should respond to the surrounding context. Within Lydney they should be formed with a high degree of built form enclosure, with consistent building lines, setbacks and boundary treatment; and



1. Carriageway should accommodate both vehicles and cyclists (local access). Traffic calming measures may be introduced at key locations.
2. Tree verge or pit with small trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.

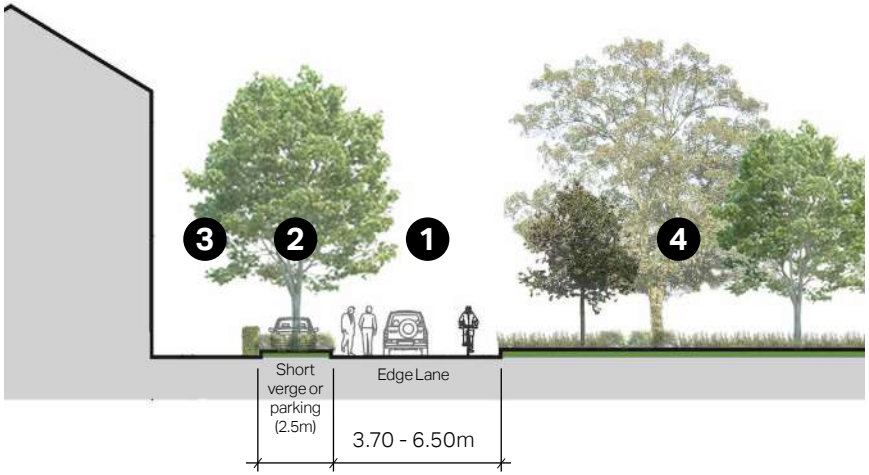
Figure 74: Cross-section to illustrate some guidelines for tertiary roads.

- Street trees should be provided with suitable gaps, wherever possible.

Edge lanes

Some guidelines for tertiary streets are:

- Edge lanes are low-speed and low-traffic streets that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction, and are shared with cyclists;
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings; and
- Edge lanes should be continuous providing high levels of connectivity and movement. Cul-de-sacs must be avoided.



1. Shared lane (local access) - width to vary.
2. Green verge with trees. It is optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Residential frontage with boundary hedges and front gardens.
4. Green space and potential for implementing swales into the landscaping.

Figure 75: Cross-section to illustrate some guidelines for edge lanes.

Figure 76: Examples of an edge lane, elsewhere in the UK.

AM 02. Vehicular and cycle parking

Parking areas should make a positive contribution to the design and setting of a development, taking account of its townscape character. A good mix of parking typologies should be deployed, depending on, and influenced by location, topography and market demand.

Parking areas and driveways should be designed to minimise impervious surfaces, for example through the use of permeable paving. When placing parking at the front, the area should be designed to minimise visual impact and to blend in with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings by means of walls, hedging, planting, and use of differentiated quality paving materials.

Cycle parking should be integrated into all new development to encourage active travel. Cycle racks should be provided in public spaces and key destination hubs such as key community facilities, train stations, bus stops and local centres.

On street parking

On-street parking is common in Lydney, especially on roads in the town centre where there is more dense development and plots do not incorporate space for on-plot parking. On-street parking can impact the legibility and visual amenity of the walking environment and use of on-street parking as the only parking typology should be avoided in future development wherever possible.

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function. Limited on-street parking can have a traffic calming function but too much will impede flow of pedestrians, cyclists and vehicles;

- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays integrated with trees can be clearly marked using changes in paving materials instead of road markings; and,

- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in the public and private realm.

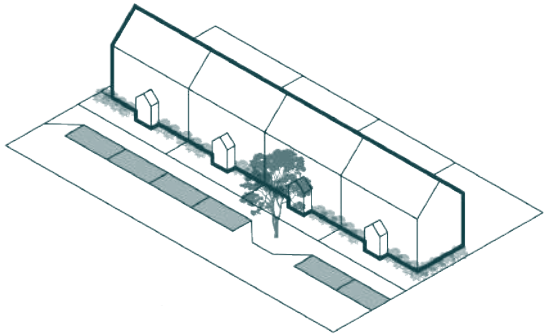


Figure 77: Illustrative diagram showing an indicative layout of on-street parking

On- plot side or front parking

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided.

➢ Developments are also encouraged to exceed the minimum requirements of Current Building Regulations Approved Document S (AD-S) and deliver the highest number of EV charge points possible.

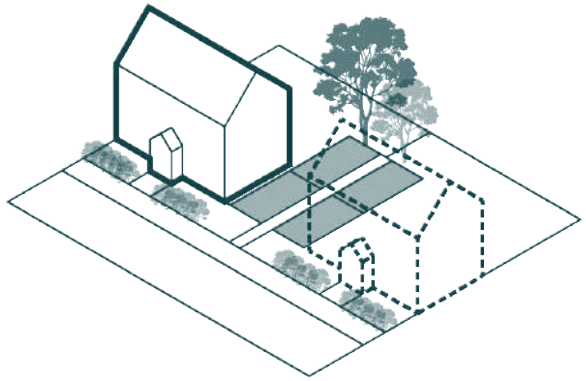


Figure 78: Illustrative diagram showing an indicative layout of on-plot side parking

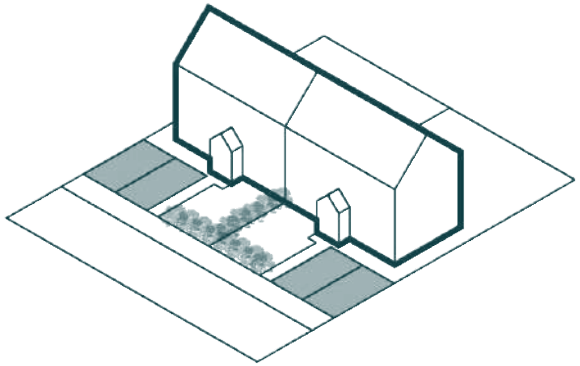


Figure 79: Illustrative diagram showing an indicative layout of on-plot front parking

Garage parking

- Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling, which is in keeping with the character of the existing Neighbourhood Area and will reduce the visual impact of cars on the street; and
- Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage.

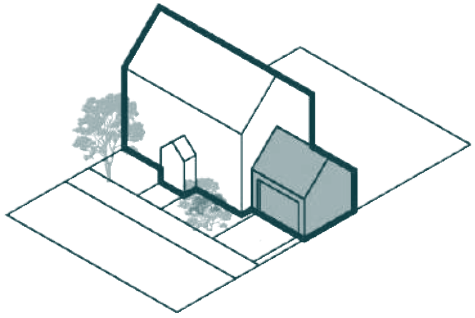


Figure 80: Illustrative diagram showing an indicative layout of on-plot garage parking

Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Ideally all parking courtyards should benefit from natural surveillance;
- Parking courtyards should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.

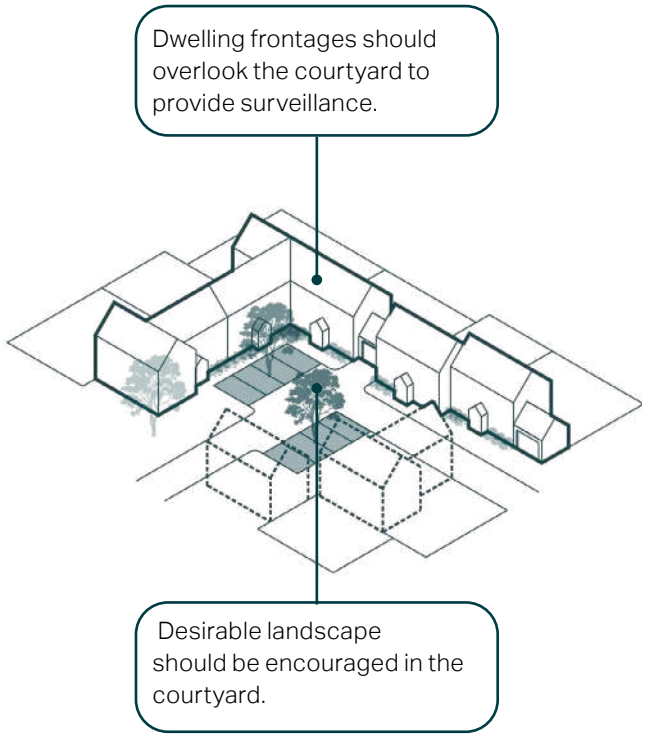


Figure 81: Illustrative diagram showing an indicative layout of parking courtyards

Electric vehicle charging points

New development should cater for electric vehicles on both on-street and off-street car parking spaces. Some guidelines for each typology are:

On-street car parking

- Car charging points should be provided next to public open spaces;
- Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point, for a wheelchair user and a pedestrian to pass side-by-side; and
- Charging points should be located in a way that are not blocked by petrol or diesel vehicles.

Off-street car parking

- Mounted charging points and associated services should be integrated into the design of new developments; and
- Cluttered elevations, especially main façades and front elevations, should be avoided.

Figure 82: Examples of on-street car charging points.

Figure 83: Examples of off-street mounted car charging points.

Residential Cycle Parking

Houses without garages

- Cycle storage must be provided at a convenient location with easy access to get the bikes in and out;
- The parking should be secure, covered, preferably constructed from the same materials as the main structure;
- As a minimum requirement, doors should be secured by mortice locks. Where more than two bicycle spaces are required some form of stand should be provided. Cycle parking should be secure, covered and it should be well integrated into the streetscape if it is allocated at the front of the house; and
- The use of planting alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

Houses with garages

- Where possible cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings;
- The bike must be removed easily without having to move the vehicle; and
- These features also apply for small blocks of apartments.

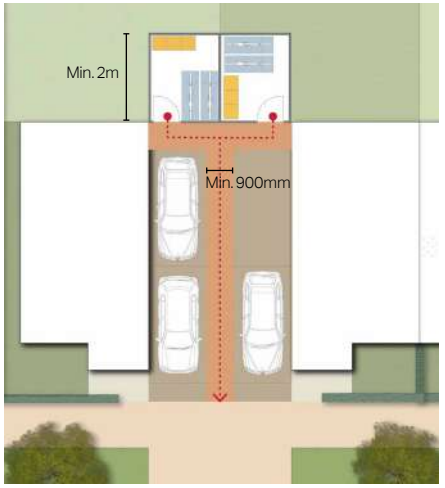


Figure 84: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.

Figure 85: Example of cycle storage in the front garden.

AM 03. Legibility and wayfinding

Signage and wayfinding techniques are an integral part of encouraging sustainable modes of transport, as they make walking and cycling easier by ensuring that routes are direct and memorable.

In Lydney key neighbourhood locations and amenities such as supermarkets, the doctor's surgery and pubs; key heritage assets such as the Church of St Mary and the heritage railway line; key green spaces such as Bathurst Park and Lydney recreation ground; and, key destinations further from the town centre such as the harbour and main train station, are all examples of places which could be signposted.

The use of distinctive and appropriate street signage could also enhance the town's identity.

Some design guidelines are:

- Places should be created with a clear identity and be easy to navigate;
- Local landmark buildings or distinctive building features such as towers or chimneys can aid legibility; and,
- Landscape features, distinctive trees and open spaces can also be used as wayfinding aids as well as providing an attractive streetscape.

Figure 87: Existing sign to show information and walks around Lydney Harbour.

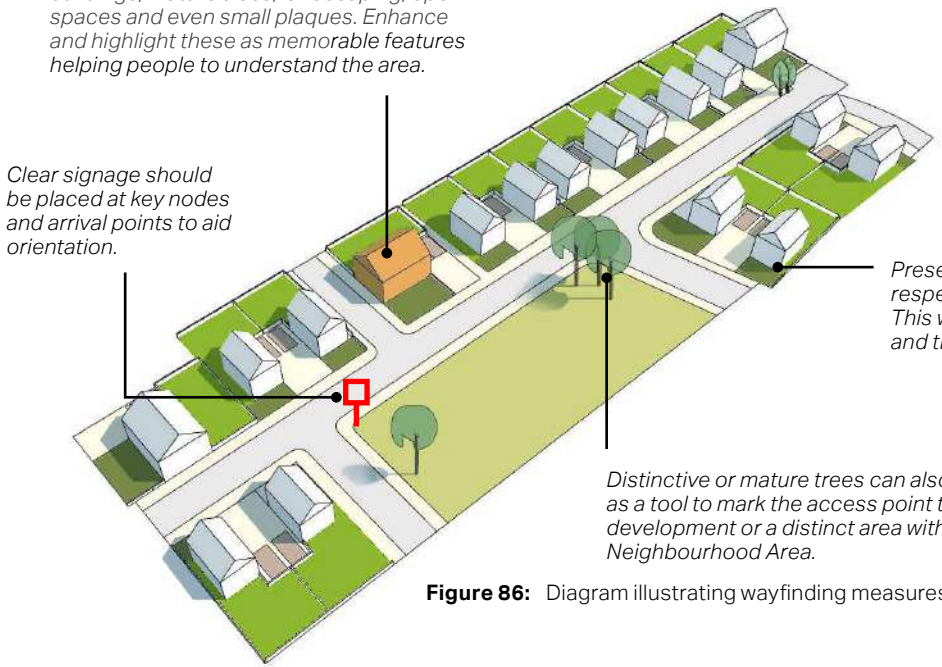


Figure 86: Diagram illustrating wayfinding measures.

LH 01. Development affecting heritage assets

Lydney Neighbourhood Area includes listed buildings and structures, as well as non-designated heritage assets which reflect the historic character of the town. These are generally concentrated in the two conservation areas which make up the most historic parts of the town centre. The settings of some of these heritage assets have been negatively impacted by modern development. For example the Memorial Cross, which was once the location of Lydney's market, is now part of a busy road junction.

Therefore it is important with any new development to respect and enhance the setting of heritage assets. This ensures the presence of characterful buildings and structures in Lydney is preserved and improved.

New development within the setting of the heritage assets could consider the following principles in order to positively respond to its development context:

- New development in close proximity to a heritage asset must respect its significance and demonstrate how local distinctiveness is reinforced. For example, the new development should allow for a generous setback from the asset and be of a massing and scale that is sensible to the neighbouring structure;
- New development proposals should not block key views to and from heritage assets. This should be achieved through proposing appropriate density and design including footpaths and green links;
- New development should retain the existing open spaces, vegetation and trees to preserve the historic form and pattern of development close to the asset; and,
- Where appropriate, new development should consider opportunities to support the appreciation of heritage assets.

Figure 88: The Memorial Cross in its current setting at a road junction.

Figure 89: Grade II listed Althorpe House on Hill Street in the town centre.

LH 02. Views and landmarks

The hilly topography of Lydney means there are many long-distance views from various areas in the parish towards surrounding countryside and across to the river Severn. Additionally there are short distance views to significant building and landmarks, such as the spire of St Mary the Virgin Church.

Not only does the topography offer these views out, it means that views towards Lydney can be affected significantly by development on elevated areas of land.

Therefore it is important for any new development to consider the topography of Lydney so that significant long and short distance views are retained and new development does not have adverse impact onto views into the area. Thus some guidelines are:

- New development should aim to create both short and long-distance views and retain existing views. Short-distance views broken by buildings, trees or landmarks create memorable routes and help people navigate around, whilst long-distance views and vistas allows to visually link places and admire surrounding landscape;
- Gaps between buildings, open views and vistas could also help to demonstrate the significance of a landmark asset. Buildings, as well as public art, historic signage totems or an old and sizeable tree can act as landmarks; and
- New development should respond to the hilly topography through use of lower heights, especially in elevated areas. As detailed in the Forest of Dean District Residential Design Guide buildings should be below the ridgeline and retain the forest silhouette, as demonstrated in Figure 91.

Figure 90: Glimpsed view of the spire of St Mary the Virgin Church.

Figure 91: Example of the hilly topography of Lydney Neighbourhood Area and demonstrates building below the ridgeline to retain the forest silhouette.

GS 01. Resilience to flood risk

There is significant flood risk in Lydney with Flood Risk Zones 2 and 3 covering the southern part of the parish and parts of the town centre. These zones are associated with the River Severn and its tributaries including the River Lyd which flows through the town centre joining the Severn at the Harbour. Therefore any new development should consider methods to reduce flood risk. This includes use of SuDS. SuDS cover a range of approaches to manage surface water in a sustainable way to reduce flood risk and improve water quality and the overall urban environment.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. A number of overarching principles can be applied:

- Manage surface water as close to where it originates as possible;
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow so that it does not overwhelm water courses or the sewer network;
- Improve water quality by filtering pollutants to help avoid environmental contamination;
- Form a 'SuDS train' of two or three different surface water management approaches;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Typically, the most sustainable option is the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, as these have the added benefit of reducing pressure on important water sources. Where reuse is not possible, two alternative approaches using SuDS include:

- Infiltration - allows water to percolate into the ground and eventually help restore groundwater; and
- Attenuation and controlled release – holds back the water and slowly releases it into the sewer network.

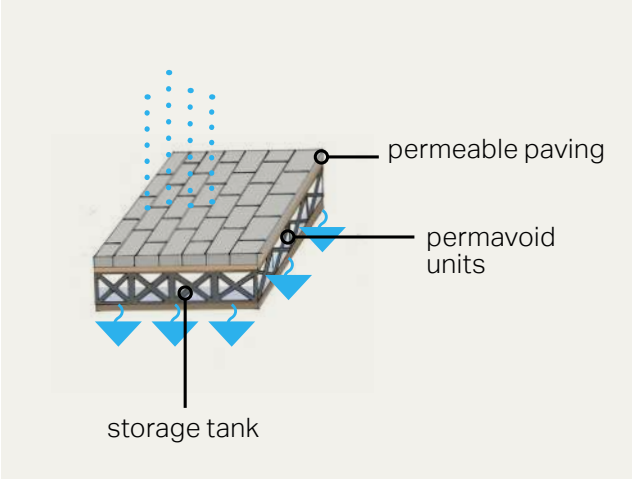


Figure 92: Diagram illustrating the functioning of a soak away with permavoid units.

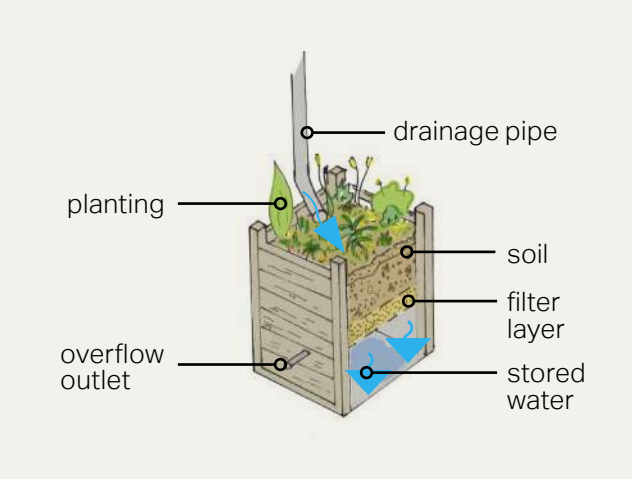


Figure 94: Diagram illustrating the functioning of a stormwater planter.

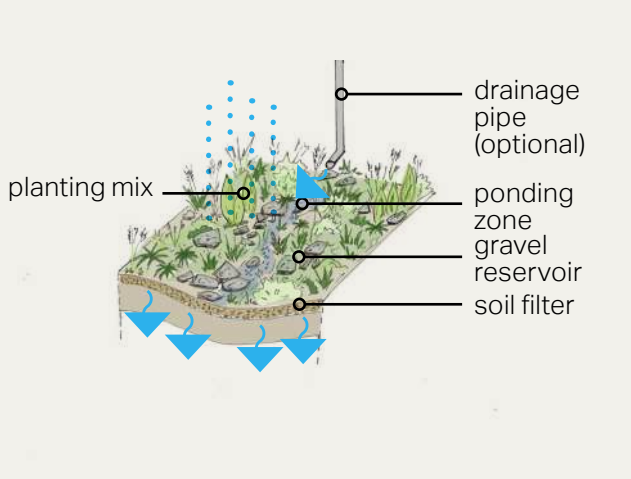


Figure 96: Diagram illustrating the functioning of a rain garden.

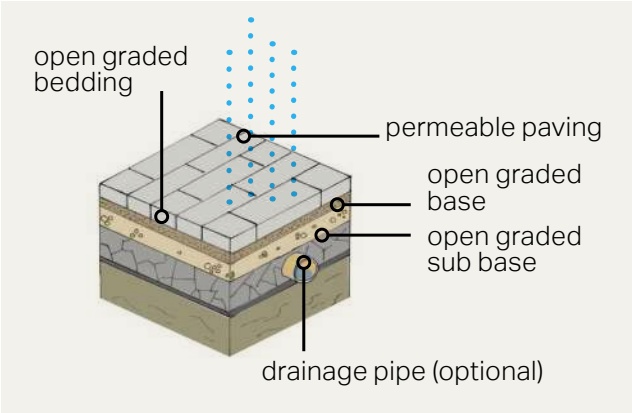


Figure 93: Diagram illustrating the construction of a permeable paving area.

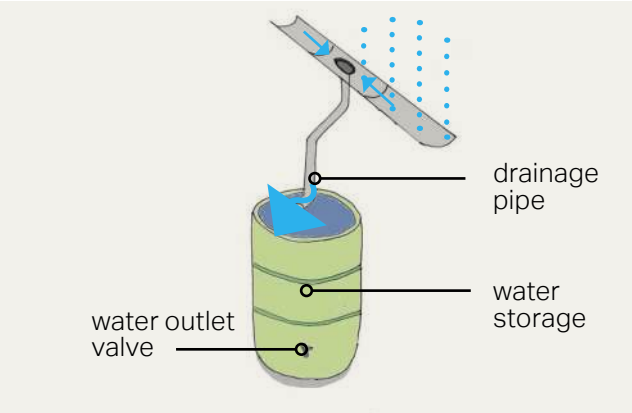


Figure 95: Diagram illustrating the functioning of a water butt.

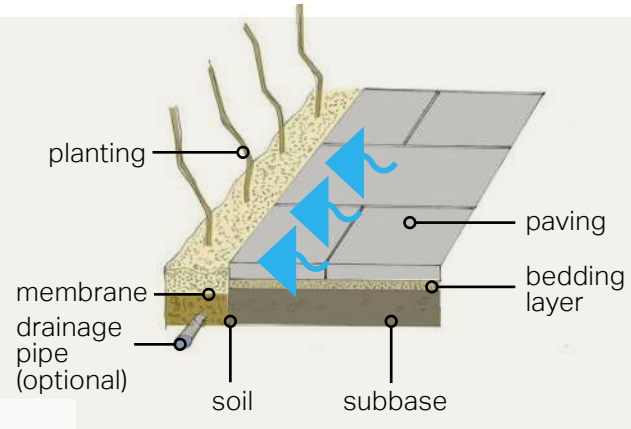


Figure 97: Diagram illustrating the construction of a soak away garden.

GS 02. Green spaces

Green and open spaces play a key role in promoting the wellbeing of people who live, work, visit and enjoy Lydney. They can promote biodiversity and create a positive and lively neighbourhood.

There are several key green spaces within the Neighbourhood Area, including Lydney Recreation Ground, Bathurst Park and the harbour area. More green spaces within the town centre would benefit the Neighbourhood Area, whilst existing green spaces should be protected and enhanced.

- New development, therefore, should provide a variety of accessible green spaces that serve different needs of the community in line with Local Plan standards. Design of new green spaces should aim to maintain and enhance habitat connectivity within and beyond the site;
- New green spaces should be accessible and connected to a wider pedestrian network, with clear signs to direct and invite users. It should be carefully positioned and overlooked by residential properties to promote natural surveillance and social gatherings;
- Green space should have a purpose and be of a size, location and form appropriate to the intended use, avoiding space left over after planning or pushing open space to the periphery of development; and
- Similarly, new developments surrounding existing green spaces should prioritise aligning active travel routes with existing trails to enhance connectivity. Careful consideration should also be given to the positioning of new buildings to minimize their visual and environmental impacts on the existing open space.

Figure 98: Green space near Lydney harbour.

Figure 99: Bathurst Park.

GS 03. Street trees and vegetation

Street trees and flower beds bring many benefits, such as supporting biodiversity, improving air quality and improving people's well-being, as well as helping to soften the built form. There is limited use of street trees in Lydney and therefore the introduction of street trees into existing areas, for example along the town centre, as well as the incorporation of street trees with any new development should be encourage. Therefore some guidelines are:

- Existing mature trees should be preserved and incorporated into any new landscape design and can be used as landmarks, where appropriate;
- New development should incorporate existing mature trees and shrubs and avoid unnecessary loss of flora. Any trees that are lost through new development should be replaced;
- The introduction of new street trees and vegetation should be tailored to the function and character of different street types. New trees can be added in strategic locations to strengthen vistas and focal points whilst retaining clear visibility of amenity spaces.
- The species of plants and trees should be carefully considered, avoiding large blocks of single-species planting and consider climate change adaptation. In particular, native species that are best able to absorb airborne pollutants, attenuate surface water run-off and provide shade and shelter should be prioritised;
- New trees and vegetation should be integrated into the design of new developments from the outset and can be coordinated with sustainable drainage systems to provide an integrated approach; and
- New streets and vegetation should be used to soften the built form and any areas of hard surfacing. For instance there are many car parks in Lydney, which would benefit from the incorporation of trees and landscaped vegetation.

Figure 100: Existing street trees in front of the fire station on Hill Street.

Figure 101: Existing street tree in a planter on Newerne Street.

GS 04. Biodiversity

Lydney has a number of habitats for plant and animals species which need to be protected in future development. Biodiversity net gain is also an ambition for the parish and therefore new development should contribute to existing green areas and encourage improved biodiversity by proposing new green links, habitats and spaces. Therefore, the following design guidance should be considered:

- Development should seek to achieve biodiversity net gain in accordance with government regulations and provide new habitats and wildlife corridors;
- Woodlands, hedges, trees and road verges should be protected and enhanced, where possible. Natural tree buffers should also be protected when planning for new development;
- A comprehensive landscape buffer should be implemented as the development edge to create a soft edge. Hard or abrupt edges with little vegetation of landscaping should be avoided;
- Align back gardens to ensure a continuous wildlife corridor;
- Ensure existing habitats are buffered based on specific ecological function; and,
- New development should show that it has considered opportunities to incorporate domestic-scale features to support wildlife in all buildings, such as bird boxes, bat roost and invertebrate boxes, bee bricks, bug-houses, hedgehog corridors, swift bricks or ponds.

Figure 102: Example of a swift brick under an eave.

Figure 103: Example of a hedgehog corridor within in a garden fence.

GS

05. Create a green network

Lydney is connected to a rich green and blue infrastructure network, with the River Severn, the tributary River Lyd and Canal running through the town centre along with Bathurst Park, Lydney Recreation Ground and the Forest of Dean north of the parish. Green spaces within the town centre and in the residential areas could be improved to strengthen the green network and connect the existing green and blue assets.

This green network can connect habitats to improve biodiversity and incorporate water management features.

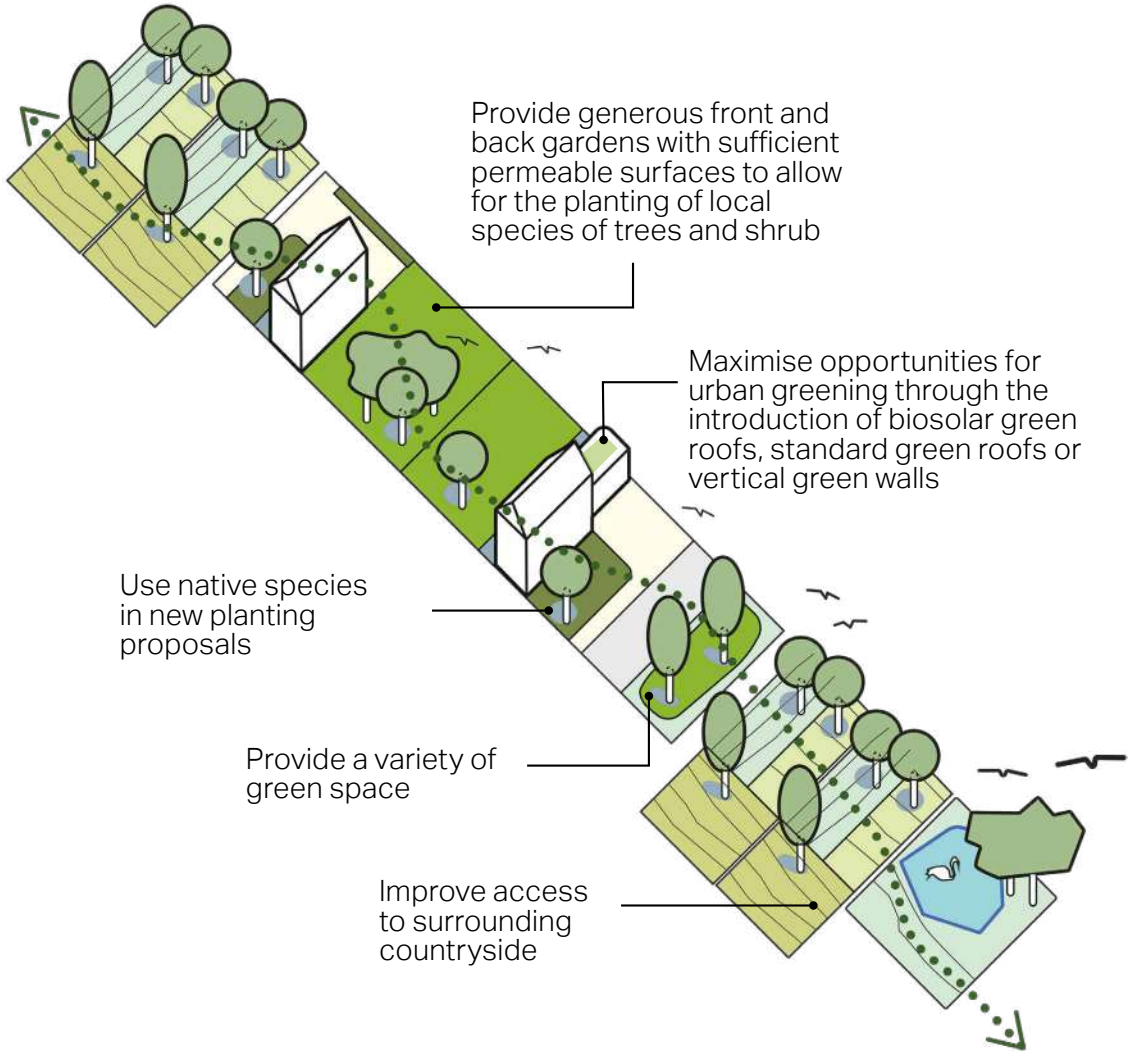


Figure 104: Illustrative diagram showing a green and blue network

GS 06. Sustainable buildings

- New development should ensure all components (e.g. buildings, landscapes, access routes, parking and open space) are well-related to each other. For example, buildings should have open views towards green spaces, active frontages along the roads and be bordered with vegetation to create soft edges;
- New development should incorporate necessary services and drainage infrastructure without causing unacceptable or unnecessary harm to retained features;
- Where appropriate new development should consider buildings which operate fully, sustainably off-grid. This includes use of off-grid heating solutions such as ground and air source heat pumps, biomass boilers or solar water heating and off-grid electricity which can be generated through use of solar panels, and/or a wind turbine and stored in batteries;
- Net Zero aims should be integrated, and development should adopt low energy and energy generative technologies within the development at the start of the design process. Nature positive and biodiversity net gains should be a priority as well;
- New development should adopt contextually appropriate materials and architectural details should be a guide to material specification;
- New development should demonstrate strong design rationale, quality material specification and good detailing appropriate for the local climatic conditions of the Neighbourhood Area; and
- Building performance in terms of 'conservation of heat and fuel' over-and-above building regulations, should be a key design driver for new development.

The illustration overleaf sets out the an example of a low carbon home and further detailed guidance on designing net zero carbon buildings is also provided in the Forest of Dean, Cotswold and West Oxfordshire Design Guide Net Zero Carbon Toolkit[1] which provides a design checklist in relation to energy efficiency, low carbon heating, renewable energy generation and embodied carbon.

1 Net Zero Carbon Toolkit (October 2021): https://www.cotswold.gov.uk/media/05couqdd/net-zero-carbon-toolkit.pdf

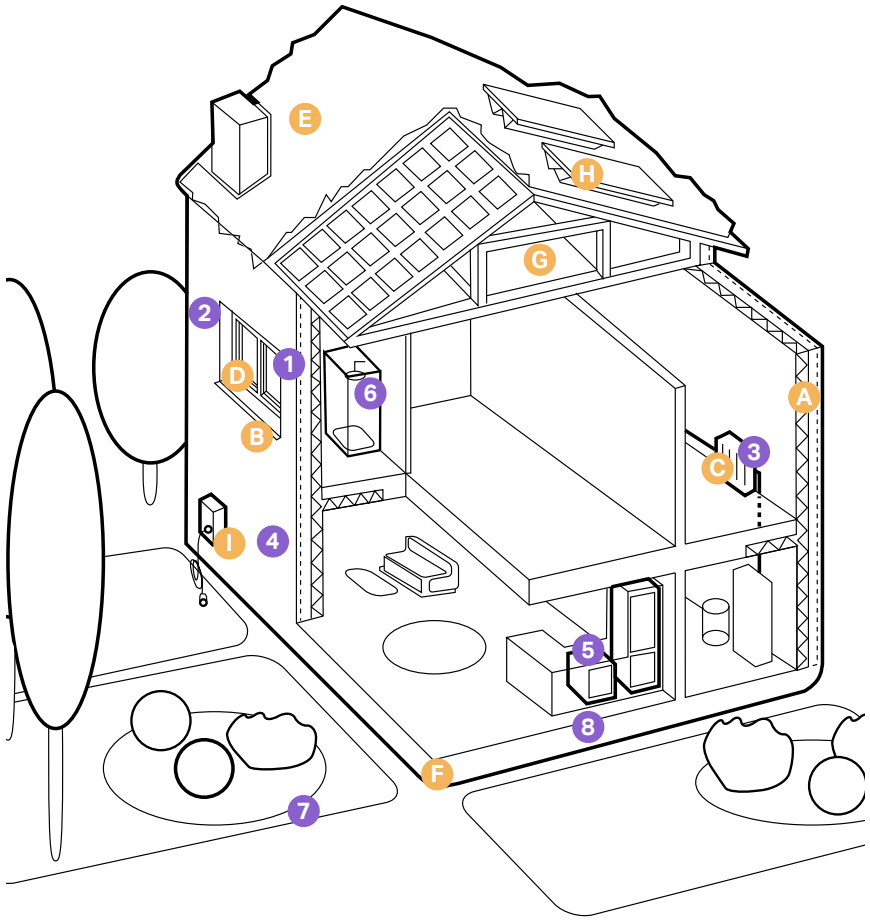


Figure 105: Diagram showing low-carbon homes in both existing homes and new builds.

Existing homes

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Draught proofing** of floors, windows and doors
5. **Highly energy-efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly water-efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors
9. **Solar panel** through retrofitting

Additional features for new build homes

A. **High levels of airtightness**

B. **Triple glazed windows and external shading** especially on south and west faces

C. **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest

D. **More fresh air** with mechanical ventilation and heat recovery, and passive cooling

E. **Water management and cooling** more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls

F. **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden

G. **Construction and site planning** timber frames, sustainable transport options (such as cycling)

H. **Solar panel** Building orientation to capture southern sun and maximise natural light and warmth.

I. **Electric car charging point**

4.4 Checklist

Because the design guidelines and codes in this chapter cannot cover all design eventualities, this concluding section provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

Figure 106: The historic railway line in Lydney.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views and character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquility of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

3 (continued)

Local green spaces, views and character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Building layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5 (continued)

Building layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher-than-average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future (bearing in mind Future Homes Standard will require 40% coverage)?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials and surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9 (continued)

Building materials and surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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