

Parkend

Introduction

- 34.1 Parkend is located within the statutory Forest and lies in a valley 6 kilometres north of Lydney. Its origins relate to the coal, stone quarrying, iron and tinplate industries which established in this area, and which were the focus of an extensive tram road and rail network.
- 34.2 The character of the village owes much to its industrial past. The old railways and metal works initially confined housing into a restricted area. Later houses were built on land formerly occupied by the iron works and elsewhere in the village. There are extensive open areas within the village and the Forest landscape setting is of high amenity value.
- 34.3 Parkend has a good range of services; these include a post office and shop, a garage, church, several public houses and guesthouses and recreation areas. The village school is some way out of the village. The village offers a variety of employment, including a timber business, haulage company, caravan sales and Forestry Commission premises. There is also a busy holiday and Caravan park nearby at Whitmead Park.
- 34.4 The village is a local centre for tourism and provides a variety of accommodation and some attractions. A local railway company is presently developing the station site. There are opportunities to develop rail passenger traffic, and the plan provides for a limited northern extension of the railway.
- 34.5 The population of Parkend has increased slightly over the past few years in line with the number of dwellings built. In 2001 the village population was estimated to be 470. In January 2004 there were 27 outstanding commitments for dwellings of which 24 were under construction on the site formerly occupied by the Parkend House Hotel.

Development Strategy

- 34.6 The Plan strategy will resist development in the attractive countryside surrounding Parkend, The Cannop Brook flows through the village, and this along with other substantial areas of open land which have amenity and recreational value, will be protected by the Plan Policies. The settlement of Parkend has interesting historical associations, and these contribute to the character of the village including the rather open character of much of Parkend. The Plan will ensure that this village form is protected from the potentially detrimental effects of cumulative infilling. Residential development will be permitted on appropriate sites in the form of single dwellings, infilling and groups of dwellings. Development proposals may need to be accompanied by archaeological assessments.
- 34.7 Parkend contains a number of employment sites which offer more than local job opportunities. The Plan will support the continued use of these sites for employment purposes. In particular the area of the former Parkend rail sidings is suitable for further employment development.
- 34.8 The Plan will support further tourism development at Parkend. Policy (R)FT.5 also safeguards the line of the of the railway up to Parkend for railway uses only. The Plan will support the further development of the railway line for passenger and tourism development.

Employment

Former Rail Sidings

(R)F.Parkend 1

Land at the former Parkend rail sidings will be allocated for employment uses, classes B1, B2, and B8. The development will be required to make satisfactory provision for managing lorry movements on the highway network and for vehicular access to the site. Land within the allocated site will be safeguarded for the provision of a single track railway line through the site with a platform and loop at its northern end to enable the northward extension of passenger services from Parkend station to the former Coleford Junction. The existing cycle track must be retained or diverted to a suitable route if affected by the development and should be directly accessible from the proposed station.

- 34.9 The former rail sidings at Parkend, and adjoining land, have been occupied by a number of businesses and a lorry park. Parts of the site remain undeveloped or under developed. There is an opportunity for further employment use of the site, subject to resolving some current problems of vehicular access. Careful consideration should be given to enhance/improve the setting of the development and ensure that views of the development are mitigated. The current plans will extend the line to the B.4234 to the south of the allocated site. The further extension of the line to provide passenger services to the former Coleford Junction at the north end of the site will require a level crossing.

