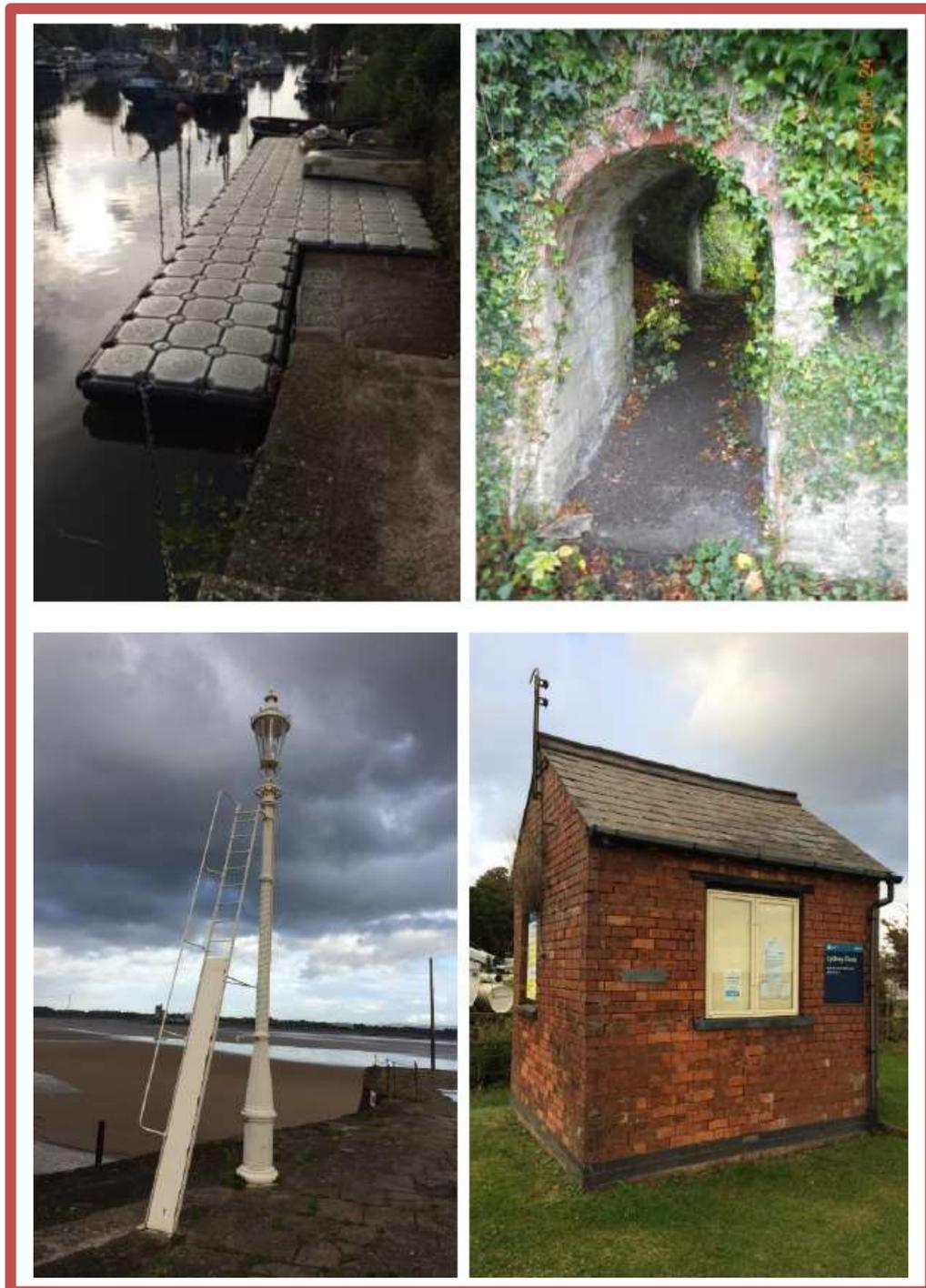


**LYDNEY COASTAL COMMUNITY TEAM
ECONOMIC PLAN UPDATE MARCH 2017**



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No.	Heading	Detail	Information
Key Information			
1	Name of CCT	N/A	Lydney Coastal Community Team
2	Single Point of Contact (SPOC)	Name Address Tel nos Email	Wendy Jackson Regeneration Manager Forest of Dean District Council (FoDDC) High Street Coleford Gloucestershire GL16 8HG T. 01594 812 645 M. 07837 287035 E. wendy.jackson@fdean.gov.uk
3 (a)	CCT Membership	Names and position, e.g. resident, Local Councillor	Executive Group Dane Broomfield – Environment Agency (Chair) Cllr Brian Pearman – Lydney Town Council Cllr Bob Berryman – Lydney Town Council/Lydney Area in Partnership Cllr Patrick Molyneux - FoDDC Cllr Alan Preest - FoDDC Wendy Jackson – FoDDC (Ex officio) Jayne Smailes – LTC (Ex officio)
3 (b)	CCT Membership	Other partners and/or stakeholders to be involved.	Stakeholder Group Gloucestershire County Council/AMEY, Historic England, Harbour Master, Gloucester Harbour Trustees, Inland Waterways Association, Lydney Yacht Club, Lydney Area in Partnership, Wye Valley & FoD Tourism Association, Dean Forest Railway, Gloucestershire Local Enterprise Partnership, Severn & Wye Smokery, Lydney Harbour Estate, Lydney Skiff Project, Natural England, Gloucestershire Wildlife Trust, Forest of Dean Local History Society.
Delivering the Plan			
4	Short term goals/actions	What has the team achieved in the past 15 months? (Jan	Key projects - The initial focus for the team has been to deliver the refurbishment of the historic swing bridge and bring this back into operational use.

		<p>2016- March 2017)</p>	<p>Forest of Dean District Council secured the required Scheduled Ancient Monument Consent from Historic England and ran a competitive procurement exercise to identify a contractor to undertake the works. The Environment Agency working with the National Offender Management Service has undertaken vegetation clearance, site clean-up and minor repair works to bridge base. The refurbished structure is scheduled for re-installation in March 2017.</p> <p>The team has also been busy preparing a £2.1M bid submission to the Coastal Community Fund (round 4) for the Lydney Harbour <i>Eyes Right</i> project. In November three specialist consultants were appointed to provide highway design services, architect services and landscape architect services to support Stage 2 bid submission. If successful, this project will improve access to the docks, harbour and canal and provide visitor facilities at the harbour for the first time. CCF4 funding announcement expected in April 2017.</p> <p>The Environment Agency continued their efforts to transfer land ownership at Lydney harbour and in June announced the preferred bidder for the site – Mr Richard Cook. A process of legal and due diligence work is ongoing to conclude this important transfer.</p> <p>Forest of Dean District Council is keen to support development in the Lydney harbour area consistent with both the Local Plan and the Lydney Neighbourhood Development Plan. To prepare for new mixed-use investment, the Council has commissioned a <i>Lydney Severn Estuary Recreational Study</i>. This study will provide baseline surveys and identify any measures necessary to avoid/mitigate disturbance to bird life. The Severn Estuary qualifies as a Special Protection Area & RAMSAR site for its wintering birds and is a Special Area of Conservation for a range of estuary habitats and fish species. A draft report is expected in May 2017.</p>
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			<p>Related initiatives – Lydney Railway Station Improvements. Gloucestershire County Council completed works in February 2017 to provide an additional 100 car parking spaces at the station to support rail travel. This project was funded by Gloucestershire LEP’s Single Local Growth Fund.</p> <p>Lydney Community Economic Development Plan (Mar 2016) – a new business led group, <i>Lydney Our Future</i>, was set up to help deliver the aims and objectives of this town centre economic plan.</p> <p>The Lydney Coastal Community team also spent time developing a <i>Severnside Heritage Action Zone</i> proposal and submitted this in Sep 2016 to Historic England (HE) for consideration – sadly this bid was not successful. HE provided face-to-face feedback and offered help the team develop projects that seek to conserve local heritage in ways that will provide lasting economic benefits to the town.</p>
5	Performance measures	Outcomes	<ul style="list-style-type: none"> • Governance - Stakeholder Group meetings held on a quarterly basis & Executive Group meetings arranged as required when decisions have been needed to be taken. • Docks land transfer: Environment Agency confirmed the preferred bidder to become the future custodian of the docks & harbour – 24.06.16 • Swing bridge restoration project: <ul style="list-style-type: none"> ❖ Contractor appointed 31.03.16. ❖ Scheduled Ancient Monument Consent secured on 07.04.16 ❖ Press release issued 24.04.16 ❖ Bridge lifted out of position & taken to workshop 18.05.16 ❖ EA/NOMS complete bridge site vegetation clearance & minor repair works • CCF Round 4 – Lydney “Eyes Right” Project: <ul style="list-style-type: none"> ❖ Stage 1 submission 28.06.16 ❖ Consultant appointments 07.11.16 ❖ Stage 2 submission 01.12.16

			<ul style="list-style-type: none"> ❖ Traffic counts/survey – Jan 2017 ❖ Public exhibition Dec 2016 - Feb 2017 • Landscape & Environmental Strategy: (Prepared as part of CCF4 submission) ❖ Consultants appointed - Nov 2016 ❖ Strategy completed - Dec 2016 • Lydney Severn Estuary Recreational Study: ❖ consultants appointed - Jan 2017 ❖ Site survey work - Feb/Mar 2017
6	Medium term goals/actions	Where is the team currently against these? Have they been amended?	<p>A good number of the medium term goals listed in the LCCT Economic Plan (Mar 2016) have already been achieved and are listed as Short term performance measures in section 5 above.</p> <p>The team's research & investigation work to prepare the CCF4 Lydney Eyes Right bid has unearthed a number of other potential projects that will require further partner input and project development. The team has already identified that some of these could usefully fit into a CCF5 funding application. Other projects will require help from other funding sources eg. Lydney Skiff Project, St Mary's Footbridge Restoration, Tramway Bridge Restoration and the Severnside Haulage Tourist Trail.</p>
7	Performance measures	Outcomes	<ul style="list-style-type: none"> • CCT Communication Plan to be prepared – April 2017 • New community owned trust/Community Interest Company/Charity Incorporated Organisation/Trust to be researched – 2017/18. • If successful, commence implementation of the Lydney "Eyes Right" Project – April 2017 to Dec 2019. • Complete the Lydney Severn Estuary Recreational Study – June 2017. • Prepare Coastal Community Fund Round 5 – bid submission – June 2017.

			<ul style="list-style-type: none"> • Continue to scan the horizon for any new funding opportunities to support the delivery of the LCCT Economic Plan. • Undertake baseline footfall survey – to monitor pedestrian & cycle use from A48 roundabout to the harbour – 2017/18.
8	Long term goals and actions	<p>Are these still relevant? Changes? If not previously stated, what are the team's long term goals now?</p>	<p>The team's long term vision is taken from the Lydney Neighbourhood Development Plan and remains unchanged:</p> <p><i>"The vision is to develop Lydney over the next 10 years and beyond as a thriving, prosperous, safe, integrated and attractive market town, serving its rural hinterland and as a centre from which to visit the area's attractions."</i></p>
9	Costs	<p>Description of spend, revenue raised, resources, etc (including time for volunteers, social/virtual banking – i.e. swapping/sharing resources, skills, time, etc.)</p>	<p>Lydney Swing Bridge project:</p> <ul style="list-style-type: none"> • Capital expenditure £32,685 <p>CCF 4 bid preparation:</p> <ul style="list-style-type: none"> • Capital expenditure £26,961 • In-kind volunteer time £10,341 <p>Lydney Severn Estuary Recreational Study</p> <ul style="list-style-type: none"> • Capital expenditure £8,748 <p>Team Administration</p> <ul style="list-style-type: none"> • In-kind venue hire £482 <p>New Leaf Site Management Work</p> <ul style="list-style-type: none"> • In-kind volunteer time £15,000 <p>TOTAL Jan 2016 - Mar 2017 <u>£94,217</u></p>
10	Value	<p>What value to the local economy has been realised by the team?</p>	<p>The team has contracted with Mabey Bridge Limited a Lydney based engineering business and local employer to refurbish the Lydney Harbour Swing Bridge – contract value £32,685.</p> <p>As an LCCT member, the Environment Agency continues to work with the National Offender Management Service (NOMS) to protect the public and reduce re-offending by delivering the punishment and orders of the courts and supporting rehabilitation by helping offenders reform their lives. The NOMS New Leaf project</p>

			<p>is a valuable resource that has helped with vegetation clearance and general site maintenance at Lydney Harbour entrance and specifically in remediating the Swing Bridge site in readiness for the restored bridge to be returned.</p> <p>The New Leaf project is run by Arbour Training (CIC) a not for profit social enterprise. The New Leaf project is currently anticipating substantial investment which will increase their capacity to work with the EA to maintain and develop the harbour site.</p> <p>The New Leaf work group attended on average twice a month during 2016 - 2017 = 24 attendances - providing an average of six workers and one supervisor for 6 hrs per day = 36 hrs work per day x 24 = 864 hrs @ £6.70 per hr (Nat min wage) = £5788.80 plus supervision at £100 per day = £8640 + £5788.80 = total £14,428.80. Additional administration work carried out by the New Leaf project increases the value of this contribution by a further £500.</p> <p>A minimum of 6 offenders have therefore participated in this rehabilitation activity this year and helped LCCT to meet its short term goals. The estimated value of this community service is £15,000.</p>
11	Local Enterprise Partnership (LEP)	<p>What is the relationship between the CCT and the local LEP?</p> <p>Does the CCT have a LEP coastal contact?</p>	<p>Gloucestershire LEP and the Gloucestershire Economic Growth Joint Committee (GEGJC) are both aware of the Lydney CCT which is the only CCT in the County. The LEP has been invited to join the Stakeholder Group but due to limited staff resources cannot attend the meetings. FoDDC's Strategic Group Manager attends GEGJC and updates this meeting (which includes LEP) and reports on the status of the various Forest of Dean components within the Gloucestershire Infrastructure Improvements Plan.</p> <p>In Nov 2015, FoDDC submitted an outline business case seeking <i>Single Local Growth Fund</i> support to assist the delivery of public realm improvements at Lydney harbour. This bid currently has "pipeline" status but has not yet been</p>

			invited to submit a detailed Business Case. However, if the team secures CCF4 funding in March 2017, it will be worth re-visiting this infrastructure project in readiness for any future funding round from the Government's Department for Business Energy & Industrial Strategy BEIS).
Communications			
12	Consultation Exercises	Describe recent results of consultations or other feedback – please include outcomes, use of flyers, etc.	Lydney <i>Eyes Right</i> Project – public feedback has been sought from exhibition stands at Lydney Library and Forest of Dean District Council offices in Coleford from 16 Dec 2016 - 28 Feb 2017 along with a direct mail out to 20 residential neighbours. A total of 20 comment slips were received. A summary of the comments received from this information share exercise is attached at Appendix A.
13	Communication with community	How has the community and stakeholders been involved and informed of progress and outcomes through all forms of media	<p>On behalf of the team, FoDDC has issued a number of press releases related to the team's work. Around the time of the Lydney Swing Bridge lift, a number of stakeholders gave live interviews to BBC Radio Gloucestershire about the work of the team.</p> <p>FoDDC's Regeneration Manager was also a guest speaker at the Severn Estuary Forum at Blackfriars Priory in Gloucester in Sep 2016 and promoted the work of the Lydney Coastal Community team to an audience of 70 Forum members.</p> <p>LCCT Stakeholders are also kept informed of progress at the regular stakeholder meetings and meeting notes are distributed to everyone who has expressed an interest to be involved with the team – whether they can make the meetings or not.</p>
14	GBC Logo	How has the team made use locally of the Great British Coast logo? Please provide examples.	The GBC logo is used on all LCCT Executive Group & Stakeholder Group meeting papers, briefing notes, exhibition materials, press releases, PowerPoint presentations and within evidence base documents used to apply for external funding support.

			<p>The Lydney Harbour Eyes Right project provides a good example where the logo features in the concept design work prepared by Roberts Limbrick Architects, Amey and Morgan Henshaw the three specialist consultants engaged to provide concept proposals and preliminary cost estimates to support the bid submission to Coastal Community Fund (round 4). Extracts from each of these three inputs were then used in our community engagement work and all featured the GBC logo.</p> <p>LCCT Executive Group members all have GBC logo lanyards and have been encouraged to wear these at public events to help raise awareness about the work of the team.</p>
15	Comms Contacts	Details of local contacts for comms, media, etc	<p>Louise John – Regeneration Officer T. 01594 812642 E. Louise.John@fdean.gov.uk</p> <p>Michala Lee – Communications Officer T. 01594 812622 E. Michala.Lee@fdean.gov.uk</p>
CCT Logistics			
16	Costs	Average running costs of CCT itself	The running costs of the Lydney CCT are provided in-kind and in 2017/18 will continue to be shared in terms of: staff time from EA, FoDDC & LTC; venue hire, equipment, refreshments, photo-copying for meetings from LTC and financial management from FoDDC as the accountable body.
17	Sustainability	How will the team continue to sustain itself?	The LCCT Executive Group organisations (EA, FoDDC, LTC) will continue to provide staff resources to administer the team until a new organisation is established post transfer of land ownership at Lydney Harbour. The new organisation is likely to be some form of non-for-profit Community Interest Company, Charity Incorporated Organisation or Community Land Trust.

APPENDIX A – LYDNEY EYES RIGHT COASTAL COMMUNITY FUND COMMUNITY FEEDBACK

<p>Overall really supportive of these much needed improvements. It would be enhanced by making the pedestrian access path suitable for bicycles too.</p>
<p>Really supportive of the proposals in general. I would add that currently the harbour is a welcome tranquil area in comparison to Lydney and it would be good to retain some areas where people can find peace and quiet. Very pleased to see cycle access - much needed.</p>
<p>Some catering facilities would be beneficial as walkers/cyclists who go to the harbour (some of the Dean Forest Railway - DFR passengers) like to take a little rest and would enjoy a cup of tea. My wife has heard of disappointment in this area from the DFR passengers who ventured that far from the station. But altogether a very welcomed project.</p>
<p>Pine End Works - Demolish the lot asap. Truly a blot on the landscape. Turn the site into an eco low energy business park for small companies or start up or how about a University building looking at ecological/marine matters.</p>
<p>What is going to happen to the derelict industrial buildings at the entrance to the road leading to the harbour? They are a real eyesore.</p>
<p><i>(Email)</i> I am on the Parish Council for Aylburton and I thought you might be interested in some casual observations that have been made to me from time to time regarding the harbour and its potential by visitors and residents.</p> <ol style="list-style-type: none"> 1. The industrial approach/empty industrial units need dismantling and either houses/flats put in its place or at least remodelled as green spaces (this is urgent) 2. Safety - permanent railings need to be provided to avoid children and others falling into the water (this is urgent) 3. A little museum needs to be constructed on the history of the Forest of Dean/Lydney as a visitor attraction 4. The footpath alongside the river needs to be gravelled and extended to the distance. 5. A nice cafe/bar needs to be provided 6. The approach road needs resurfacing. 7. The business parks need to be shielded by the planting of trees. <p>The potential of the harbour as a leisure/recreational facility for Lydney is beyond question but some fundamental improvements could be made now.</p> <p>Hope this might be helpful and informative.</p> <p>With Kind Regards</p>
<p><i>(COOKSON TERRACE/RAILWAY TERRACE – Phone Call)</i></p> <p>Generally supportive of proposals and excited about plans. Concerns however related to parking. These concerns relate to amount of spaces; doesn't think there are enough at present, and how spaces will be allocated.</p> <p>Railway Terrace residents currently have no allocated spaces. Ongoing issues with parking to rear of Cookson Terrace with Railway Terrace residents having to park their vehicles on the</p>

roadside (with the exception of one resident who purchased one of the garages).

(COOKSON TERRACE/RAILWAY TERRACE)

1. Have you asked permission of the landowners no5 Cookson Terrace if it is acceptable to use their land to increase parking (I thought they were going to replace the fencing with railings).

2. There are 7 garages at the back of Cookson Terrace owned by house owners. If you increase the width of the road the cars will speed along here even more. Please consider putting traffic calming measures in place from the station to past the concealed entrance. I personally have had several near misses which are very frightening when lorries are involved. I am sure that you would not want a serious accident to happen.

3. Other than concerns of 1&2 it is wonderful that such an area with potential beauty is being regenerated. I look forward to the results. Good job so far.

Whatever plan is finally adopted, will pedestrian access to the very far end of the docks be maintained?

The location of the golf club is incorrect on these plans. The access to Naas House/Farm is not a footpath. It is a vehicular access.

Not sure why you need to put a footpath down Harbour Road as this is a busy fast road when there is a more pleasant walk which is safer and more pleasant along the old railway line between the canal and the river that then comes down directly into the docks.

All great ideas but basically what are the plans for getting rid of all the eyesores on the approach to the harbour?

Why not clear the woodland on the south side of the canal. This would provide 200+ foot of mooring for canal barges visiting Lydney? This would also remove drug dens and illegal rave areas. This would make an excellent circular route around the Harbour with views over the Severn.

This is a lot of money. It looks as though most of it will be spent on road improvements. It needs to be nice when you get down there. A few benches, bird hide, café. There's already a cycle route.

Would be great to see a café - be a good meeting point for people.

Limited reference is made to dredging and there is little detail provided. Dredging of the whole canal is needed to improve the flow to alleviate actual and potential flooding. Original plans for the dockside at the station show the existing depth is very much less than the constructive drawings.

As a resident of Lydney for some 20 years I have to say that Lydney Dock is by far my favourite location. It is a dramatic yet peaceful and contemplative place and wonderful that it is open access. The plans I see her I am fully supportive of and yet it is a tourist resource that requires careful and thoughtful development, sympathetically done to retain the wilderness feel of the place. It cries out for a better link to the town itself.

Generally some good ideas and they could make the area more interesting. When the work between the station and docks is resurfaced could the hedges/trees be cut right back so the views down the river are possible. Without these views this walk can be rather uninteresting. Thank you.

Couldn't see any café. Hope one is planned as it would make it more popular and welcoming and would be a real asset.

Demolish Pine End Works it's an eyesore.