5. Results

The methodology followed has identified both examples of existing connectivity and opportunities to improve connectivity, in relation to priority habitats and selected species within each of the thirteen settlements. The maps presented here display the regions of the settlements where these connections and opportunities exist.

5.1 Interpretation of the maps

Existing Habitat Connectivity Maps

The Existing Habitat Connectivity maps display primary routes of connectivity. These relate to physical linkages between semi-natural habitats and protected sites, in turn providing the potential for species movement within the settlement and between the settlement and the wider landscape.

Habitat Connectivity Opportunity Maps

The Habitat Connectivity Opportunity maps identify regions of the settlements where connections between semi-natural habitats could be made.

The habitat connectivity opportunities maps include areas where there are:

1) Opportunities to build connections between two parts of the existing routes of connectivity within a settlement.
   Or
2) Opportunities to build connections between existing routes of connectivity and a currently physically unconnected selected semi-natural feature (‘Additional Habitat Patch’).

These regions represent theoretical opportunities; they give no consideration to features which may represent irresolvable barriers on the ground, for example built structures such as roads, buildings and central urban zones.

Species Existing Connectivity Maps

The species connectivity maps display examples of existing connectivity relating to the primary habitat for the dormouse, otter and great crested newt.

Species Connectivity Opportunity Maps

The species opportunity maps identify areas where connectivity of a species’ primary habitat could be improved.
5.2 Settlement Reports

The methodology outlined in this report has identified both primary routes of existing connectivity, as well as opportunities to improve connectivity both in relation to priority habitats and selected species within each of the thirteen settlements.

Opportunities for enhancing habitat connectivity within the settlements can be thought of in a number of ways. Opportunities could include bolstering the size of the existing semi-natural resource, bridging gaps and where possible linking to more isolated semi-natural pockets.

Maintaining the quality of existing priority semi-natural habitats, whilst also increasing their overall density and improving linkage with other semi-natural habitats, in turn, supports robust and resilient ecological networks.

Both the Existing Habitat Connectivity Maps and Habitat Connectivity Opportunities Maps should be considered when examining connectivity opportunities within the settlements.

The reports below for each settlement provide a review of existing connectivity and opportunities for improving connectivity regards priority habitats and selected species in Monmouthshire.

Please note:
*Final, good quality copies of the maps were printed out in-house by Monmouthshire County Council for insertion into the hard copies of this report. If you are accessing the electronic version of this report, better quality maps are available on request to Biodiversity & Ecology Officer, Countryside Service, MCC, County Hall, Cwmbran. NP44 2XH*

5.2.1 Settlements 1-4: Caldicot, Portskewett, Rogiet & Sudbrook

Existing Habitat Connectivity within the settlement

The settlements of Caldicot, Portskewett, Rogiet and Sudbrook lie in such close vicinity that they were combined for the purposes of this assessment.

The villages of Caldicot, Portskewett, Rogiet and Sudbrook adjoin each other and are situated between Chepstow and Newport. Together they form an urbanised area which connects with the Caldicot Levels beside the Welsh shore of the Severn Estuary. The M48 motorway runs east-west along the north of the settlement and a main railway line runs east-west through the south of the settlement. The line splits just west of Portskewett with one of the subsequent lines running north through the settlement. The railway lines act to divide Portskewett and Sudbrook from Caldicot and Rogiet. The M4 motorway skirts the southern edge of the settlement and together with the linear features above encircle the main urban zones of Caldicot and Rogiet.
Whilst acting as a barrier to the movement of some wildlife across them, these interconnected major linear features represent a main route of connectivity through and out of the settlement.

The roads and railway support extensive semi-natural verges, much of which is lined with trees, scrub and rough grassland. The corridor widens in places, particularly alongside the railway, to include adjacent patches of woodland and scrub, and smaller areas of semi-improved species-rich grassland. The railway verges also connect with the reen networks of Rogiet and Caldicot Moors.

The Nedern Brook provides a further corridor and flows north-south through the settlement between Caldicot and Portskewett, and provides a connection between the M4 and railway corridors. In the north, it is adjoined by Nedern Brook Wetlands SSSI and further south by Caldicot Castle Country Park. Towards its southern limits, the brook’s semi-natural corridor narrows as it travels through the Severn Bridge Industrial Estate and sections of it are culverted.

At the south of the settlement lie the Gwent Levels Magor and Undy SSSI: a site of national conservation importance. It connects with the settlement’s main linear route of connectivity via the railway’s verges. This SSSI is continuous with the Severn Estuary, a site of international conservation importance (with Ramsar\(^{38}\), SAC and SSSI designations).

Within the main urban zones of the settlement, modern residences lie in close proximity to each other and areas of semi-natural habitat (as identified in this study) are limited.

**Summary** - Identified habitat connections include:

1) The linear network formed by the **semi-natural verges of the interconnected M48 motorway and railways**. This is enhanced by connections with adjacent small blocks of semi-natural habitat and reens.

2) The **Nedern Brook Wetlands SSSI**, and Nedern Brook flowing through the settlement and into the River Severn at Caldicot Pill, which connects with 1) above.

3) The **Gwent Levels Magor and Undy SSSI** which lies at the south of the settlement and interlinks with 1) above.

4) The **ASNW woodland of Bushy Close SSSI** and adjacent woodland.

5) **Woodland and ponds off Dewstow Road** (north of settlement)

\(^{38}\)Ramsar sites are designated under the International Convention on Wetlands of International Importance especially as Waterfowl Habitat (the Ramsar Convention).
6) **Hedgerows** line some of the field margins which are located near to the edges of the settlement. Hedgerow extent and connectivity appears lower than in some other settlements. In addition compared with other settlements few hedgerows are apparent in the main residential area of the settlement, where residences are positioned in close proximity to each other. However the hedgerows offer some local connectivity for example between the blocks of ASNW SINC’s around Portskewett Hill. In the north west of the settlement hedgerows provide connections between the M48 corridor and ASNW woodlands and grassland SINC’s near Ifton.

**Connectivity with the wider landscape**

Most significantly, the settlements join the Gwent Levels SSSI, an extensive system of reens and wetland habitat of national conservation importance. Furthermore, this links with the wide reaching Severn Estuary, a site of international conservation importance (SSSI, SAC and Ramsar designations). To the north lies a series of Planted Ancient Woodland Sites (PAWS) (centred on Great Ifton Wood), Nedern Brook Wetlands SSSI and Brockwell’s Meadows SSSI. Local Protected Sites also feature, with a series of grassland SINC’s. These include Lower Minnets grassland SINC and the grassland SINC’s of Five Lanes. 2.5km north from the settlement lies the MOD Caerwent site together with a network of PAWS and the SSSI grasslands of Dinham Meadows. PAWs units stretch eastwards from here forming a series of stepping stones towards Chepstow. Many of the species-rich grasslands are calcareous in nature, the locality of Caerwent supporting a concentration of calcareous grasslands which are rare within the rest of Monmouthshire where neutral grassland types persist.

Circa 6km to the north west of the settlement are the large PAWS of Wentwood and a concentration of grassland SINC’s around Shirenewton. Directly to the west lie the settlements of Magor and Undy.

**Opportunities to strengthen existing connectivity**

Strengthen the existing primary route of connectivity and overcome barriers.

1) Strengthen the railway and motorway corridors: ensure tree lines and hedgerows are well connected and sensitively managed. Ensure sensitive management of grassland verges.

2) Strengthen the Nedern Brook corridor, the main semi-natural corridor through the urban zone of the settlement. Ensure a buffer of semi-natural habitat with adjacent fields and the built urban landscape and connect with nearby areas of semi-natural habitat where possible. Some sections are culverted/pass beneath roads. This will present a barrier to the movement of some wildlife. Exploration of how significant a barrier it represents, in order to help inform the need for a possible resolution may be of value.

3) Ensure hedgerows are sensitively managed and well-connected.
4) Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate. Ensure ditches are sensitively managed.

Opportunities to enhance connectivity

An opportunity is identified to enhance connectivity between the block of woodland and ponds, off Dewstow Road (north-west part of the settlement) and the M48 road verge corridor to its south. This represents an opportunity to enhance connectivity between different sections of the main route of connectivity.

A series of other opportunities are highlighted for building connections amongst additional habitat patches (woodland and small groups of trees/scrub) and between them and the main route of connectivity. These additional habitat patches are mainly distributed across the northern half of the settlement. Patches vary in size. Most significant in terms of conservation status and habitat size are the clusters of ASNW SINCs centred on Portskewett Hill. Opportunities are highlighted to link these patches to each other and to the railway corridor (to the south) and Bushy Close SSSI and adjacent Withy Bed woodland (to the east).

To the east of Rogiet, opportunities are highlighted to enhance connections between a series of small groups of trees stretching north-south between the M48 and railway corridors.

Further opportunities are highlighted to link patches of trees adjacent to the Nedern Brook corridor, north of Caldicot Castle.

Great Crested Newts and Ponds

Ponds identified in this study are mainly situated towards the edges of the settlement boundary. The largest cluster of connected ponds within the settlement boundary is situated to the south of Rogiet and straddles the south west part of the boundary. Opportunities are identified to link this cluster with two further ponds to the east.

In the north there is an opportunity to link a pond cluster near Dewstow Road with a group of ponds to the north of Ifton quarries, as well as to link to a further pond near Brockwells.

Other opportunities are to link ponds at the north edge of the settlement with further ponds beyond the boundary and also to link with an isolated pond (centred on Caldicot).
Caledon, Portskewett, Rogiet & Sudbrook: Great Crested Newt & Ponds Connectivity Opportunities Map

Settlement Buffer Boundary
Existing Connectivity
Opportunities to Extend Connectivity
MCC Boundary

Kilometres

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Drawn By:
Drawn Date: 29/04/2010

Ecological Connectivity Assessment of Settlements in Monmouthshire
5.2.2 Settlements 5-6: Magor & Undy

Existing habitat connectivity within the settlement

The settlements of Magor and Undy lie in such close vicinity that they were combined for the purposes of this assessment.

The villages of Magor and Undy are situated between Chepstow and Newport. Together they adjoin the Gwent Levels beside the Welsh shore of the Severn Estuary. The major road artery of the M4 motorway runs east-west through the northern half of the settlement. This splits into two near the eastern limit of the settlement; with the M48 travelling eastwards and the M4 dropping south towards the new Severn Bridge. A main railway line runs east-west through the settlement’s southern half. Furthermore, the B4245 runs south from the M4 past Magor Brewery in the west of the settlement. Together these linear features encircle the main urban zone of Magor and Undy. Whilst acting as a barrier to the movement of some wildlife across them, these interconnected major linear features represent a main route of connectivity through and out of the settlement.

A further corridor is St Bride’s Brook / Mill Reen which passes north-south though the settlement between Magor and Undy. At the north, it runs through a block of semi-improved species-rich grassland and woodland. However, moving south through the settlement, its adjacent semi-natural buffer becomes narrow.

The roads and railway support extensive verges, much of which is lined with trees, scrub and rough grassland. Some contain sections of ditch. The corridor widens in places, especially along the M4 to include adjacent patches of woodland and semi-improved species-rich grassland.

The northern part of the Gwent Levels Magor and Undy SSSI stretches along the southern limits of the settlement and abuts the railway line. The Gwent Levels are an extensive wetland site of national conservation importance and adjoin the internationally important Severn Estuary (SSSI, SAC and Ramsar).

The Gwent Levels area includes GWT’s Magor Marsh Reserve and Bridewell Common Field grassland SINC. Upper Grange Farm grassland SINC lies near the northern boundary of the settlement.

Within the main urban zones of the settlement, modern residences lie in close proximity to each other and semi-natural habitat is reduced. Within this urban zone St. Brides Brook / Mill Reen, an area of woodland and semi improved grassland (Rockfield Farm) and an isolated band of woodland (to the west of Vinegar Hill) represent the main examples of semi natural habitat.

Summary - Identified habitat connections include:
1) The linear network formed by the semi-natural verges of the interconnected M4/M48 Motorway and railway form the main route of connectivity. This further connects with St Bride’s Brook / Mill Reen and verges of the B4245 road running past the Magor Brewery. This corridor widens in places to include adjacent patches of semi-improved species-rich grassland and woodland.

2) **Gwent Levels Magor and Undy SSSI** is the largest protected site within the settlement and links with 1) above. Reens enclose the fields, providing both local connectivity as well as connectivity into the wider landscape through linkage with more major reens such as Mill Reen and Whitewall Reen.

3) **Hedgerows** enclose many of the agricultural fields of the north, east and west of the settlement and intersect at a number of points with the road and railway corridors, thereby providing both local field connectivity and augmenting the primary route of connectivity. The hedgerows also provide linkage with hedgerow networks beyond the settlement boundary and in turn provide connections between the settlement and blocks of semi-natural habitat in the wider landscape, for example hedgerows provide linkage between patches of woodland around Knollbury (to the settlements north) and the verges of the M48.

4) A small **block of semi-improved grassland and woodland** at Rockfield Farm, Undy.

**Connectivity with the wider landscape**

Most significantly, Magor and Undy join the Gwent Levels SSSI, an extensive system of reens and wetland habitat of national conservation importance. Furthermore, this links with the wide reaching Severn Estuary a site of international conservation importance (SSSI, SAC and Ramsar designations).

Less than 1km to the north lies a series of PAWS and ASNW units including Penhow Woodlands SSSI, woodland SINCs and scattered grassland SINC. Many of these species-rich grasslands are calcareous in nature, the locality of Caerwent supporting a concentration of calcareous grasslands which are rare within the rest of Monmouthshire where neutral grassland types persist.

Beyond this (and c.6km from the settlement) is the large PAWS of Wentwood and a concentration of grassland SINC around Shirenewton. Directly to the east of Magor and Undy lie the combined settlements of Caldicot, Portskewett, Rogiet & Sudbrook.

**Opportunities to strengthen existing connectivity**

Strengthen the existing primary route of connectivity and overcome barriers.
1) Strengthen the railway and motorway corridors: ensure tree lines and hedgerows are well connected and sensitively managed. Ensure sensitive management of grassland verges.

2) Strengthen the St Bride’s Brook / Mill Reen corridor, the main semi-natural corridor through the urban zone of Magor and Undy. Ensure a buffer of semi-natural habitat with adjacent fields and the built urban landscape and connect with near-by areas of semi-natural habitat where possible. Some sections are culverted/pass beneath roads. This will present a barrier to the movement of some wildlife. Exploration of how significant a barrier it represents, in order to help inform the need for a possible resolution may be of value.

3) Ensure hedgerows are sensitively managed and well-connected.

4) Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate. Ensure ditches are sensitively managed.

Opportunities to enhance connectivity

Opportunities to enhance habitat connectivity between different sections of the primary route of connectivity are identified as linking Upper Grange grassland SINC (near Beeches Caravan Park) to the St Brides Brook to its west, and linking the woodland/semi-improved grassland by Rockfield Farm to the M48 verge corridor to its north, as well as to additional habitat patches (trees/scrub) by Vinegar Hill Farm to its south west.

A series of other opportunities are identified to enhance connections between the primary route of connectivity and additional habitat patches. These habitat patches are predominantly distributed in and around the main urban zones of Magor and Undy. Of particular significance are the opportunities to link the woodland blocks near Vinegar Hill (the largest blocks of semi-natural habitat within the residential part of the settlement) to each other and to the primary route of connectivity via a connection to woodland to the north, St Bride’s Brook / Mill Reen to the west, and railway to the south.

In the vicinity of Magor Brewery opportunities are highlighted to enhance local connections between small groups of trees/scrub on site, as well as linking them to the main route of connectivity, i.e. the B4245 corridor to the east and woodland strip to the west.

Otters and Watercourses

The Gwent Levels – Magor and Undy SSSI is situated at the southern edge of the settlements. The component ditch network represents the main watercourses within Magor and Undy. These reens link with the extensive reen network of the wider Gwent Levels which are know to be used by otters (which are a are a qualifying feature for its designation as a SSSI), as well as the Severn Estuary. St Bride’s Brook / Mill Reen is the only watercourse
flowing north-south through the settlement. It is likely this is used by otters as a migration route to the Gwent Levels.

Otters are known to face a number of potential threats and barriers to movement and within the UK landscape. This includes accidental deaths primarily from road and railway crossings. Such incidents are likely to increase where otter populations are recovering and where traffic flow is high. Otters can also face increased disturbance due to escalating public access and the impact of development in floodplains.

Culverted sections of the St Brides Brook/Mill Reen present the main physical barriers to the potential movement of otters along the settlement’s watercourses. For example the watercourse intersects with both the railway and the M48 as it flows south through the settlement. The narrow semi-natural brook corridor and resulting close proximity to the main urban zone of the settlement may also present disturbance issues for otters in the area.

Further barriers include other potential otter road and railway crossing points in the south of the settlement, where otters may need to negotiate roads to move amongst the network of reens.
Magor & Undy: Otters & Watercourses Connectivity Map

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Magor & Undy: Otters & Watercourses Connectivity Opportunities Map

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5.2.3 Settlement 7: Chepstow

Existing habitat connectivity within the settlement

Chepstow town’s position in Monmouthshire adjoins the border with Gloucestershire, England. It is located on the River Wye, close to its confluence with the River Severn and the wider River Severn Estuary, and close to the western end of the Severn Bridge on the M48 motorway.

Chepstow is situated at the junction between two semi-natural areas of significant conservation interest and importance and far reaching physical influence. The lower reaches of the River Wye flows in and out of the settlement along the length of its eastern edge. The River Wye, a European Protected site (SSSI and SAC), joins with the River Severn, a site of international importance, receiving SSSI and SAC designations and being a Ramsar site. The River Wye and its associated woodlands are a major landscape and semi-natural feature.

The M48 motorway crosses east-west through the south end of the settlement, with the interconnecting A466 running north-south through the centre of the settlement and being a dual carriageway along its southern half. A mainline railway runs south near the eastern edge of the settlement. The settlement’s major urban zone is focused to the east of the A466 and south of the Chepstow racecourse which lies in the north of the settlement. Furthermore the mainline railway from Wales to England runs though Chepstow.

Away from the River Wye itself, the most significant semi-natural features are concentrated at the margins of the settlement. Here the ASNWs of the Wye Valley pass into the settlement boundary: SSSI ASNW lie at the east and ASNW lies to the west. Other woodlands connect and extend out from these into the settlement. Elsewhere in the central part of the settlement, well-connected semi-natural features are rather infrequent. Three current grassland SINCs (Wyncliffe Wood Meadow, Chepstow Racecourse and Parc Penterry Meadow) are present, distributed through the northern half of the settlement.

Primary routes of connectivity within Chepstow are represented by linear features. The River Wye and its woodlands, the verges of the M48 motorway and dual carriageway and railway connect to form the settlement’s most extensive corridor which is centred in its eastern and southern regions. The settlement is also flanked by ASNW woodland and semi-improved grassland along parts of its western boundary. This is nominally connected across the north of the settlement to the habitats of the River Wye and its woodland, so further increasing the extent of the primary route of connectivity.

Summary – Identified habitat connections include:
1) The River Wye & Wye Valley Woodlands. The River corridor is flanked in the north by ASNW woodland which forms part of the extensive Wye Valley SSSI woodlands, including Pierce Wood. This is fringed in places by further woodland. The Alcove Wood in particular means this corridor penetrates into the centre of the northern half of the settlement. Moving south, the River Wye corridor becomes less wooded, particularly as the river passes through the centre of Chepstow, and the distance between the river and the adjacent built environment declines. Areas of open grassland adjoin the Wye as it approaches the River Severn.

In the north the corridor is further extended by Penterry Parc grassland SINC and Wyndcliffe Wood grassland SINC

2) Railway. The railway crosses the River Wye and enters the settlement near Buffer Wharf and runs south near the eastern edge of the settlement. For much of its length, it runs in close parallel to the River Wye and so enhances the influence of the corridor in 1) above.

3) M48 Motorway/A466 dual carriageway. The extensive motorway verges provide a major linear corridor across the southern end of the settlement and intersecting with the A466 section of dual carriageway and the railway above.

4) A cluster of ASNW centred on Cockshoot Wood straddles the western settlement boundary and connects with a block of semi-improved species-rich grassland. A further block of woodland and semi-improved grassland lies alongside the western settlement edge to the north of Pwllmeyric.

5) Hedgerows line many of the settlement’s fields (which are located mainly along the western side of the settlement). However condition appears variable and some appear gappy and defunct as stockproof boundaries. The hedgerows provide local connectivity amongst field units as well as intersecting with the features above thereby increasing overall ecological connectivity.

In addition hedgerows provide links to hedgerow networks and blocks of semi-natural habitat outside the settlement. For example hedgerows to the west of Bayfield show some connectivity with Great Barnets Wood and the Mounton Brook corridor.

The features above are interconnected and form a significant route of ecological connectivity within Chepstow.

Connectivity with the wider landscape

Chepstow is situated in close vicinity to the River Wye and its wooded valley. Winding in and out of the settlement, the River Wye connects Chepstow to an ecological network of huge physical influence and of European conservation significance; the River Wye, its gorge, cliff habitats and associated Wye Valley Woodlands receive protection as a SAC and SSSI. In particular, permeating
the east of the settlement, these woods include Pierce Wood and Piercefield Cliffs. Furthermore, the Wye flows into the River Severn and its estuary which is of international conservation importance (SSSI, SAC and Ramsar designations).

The woodlands of the lower Wye Valley form one of the most important areas for woodland conservation in Britain, comparable with the Caledonian pinewoods, the oceanic oakwoods of Western Britain, the New Forest and the mixed coppices of East Anglia. Semi-natural woodland is abundant and virtually continuous along the gorge. Most woods are a rich mixture of stand types which are believed to be similar in composition to the original natural woods, of the valley. Many rare and local species are present, including some of the rarest native tree species, for example large-leaved lime (*Tilia platyphyllos*), whitebeams (*Sorbus* spp.) and trees close to the edge of their European range, for example hornbeam (*Carpinus betulus*) and beech (*Fagus sylvatica*). Furthermore these woods sit in a matrix of unimproved grassland and other semi-natural habitats which, together with the woods, make the Wye Valley one of the most diverse, species-rich and attractive areas in southern Britain.

The M48 motorway and railway provide further wide reaching links between the settlement and the wider landscape. The settlement is further enclosed at the north and west by a series of ASN W and the clusters of grassland SINCs and SSSIs in and around Tintern, Whitelye, Devauden and Shirenewton.

The broadleaved woodland network of the lower Wye Valley is highlighted as an extensive network within CCW’s core and focal networks ecological connectivity study.39

**Opportunities to strengthen existing connectivity**

Strengthen the existing primary route of connectivity and overcome barriers.

1) Strengthen the major River Wye corridor the most extensive semi-natural corridor adjacent to the settlement. Ensure a buffer of semi-natural habitat with adjacent fields and the built urban landscape and connect with near-by areas of semi-natural habitat where possible.

2) Strengthen the railway and motorway corridors: ensure tree lines and hedgerows are well connected and sensitively managed. Ensure sensitive management of grassland verges.

3) Ensure hedgerows are sensitively managed and well-connected.

4) Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate. Ensure ditches are sensitively managed.

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Opportunities to enhance connectivity

Additional habitat patches are frequent within the settlement, albeit largely away from the main residential areas of Chepstow. Many of these patches are distributed as clusters, and frequent opportunities to enhance connectivity between the habitat patches are identified. In turn numerous opportunities to connect these patches to and so extend the main route of connectivity are also highlighted.

For example small discrete groups of trees/woodland are scattered in and around Hardwick. Opportunities are identified to enhance connectivity between these individual patches, as well as to Parc Penrery grassland SINC to the north-west and Beaufort Quarry wood to the south east, thereby forging a link between these two currently discrete parts of the primary route of connectivity.

The opportunity to enhance connectivity between Parc Penrery SINC and Cockshoot Wood ASNW/semi-improved grassland to its north west is also identified, via enhanced connectivity with a strip of additional habitat patches (semi-improved grassland and trees) located mid way between the two main habitat blocks. There is a further opportunity to enhance connectivity between Cockshoot wood ASNW and Fryth wood ASNW to its north.

Within the north of the settlement opportunities are present to link Chepstow Racecourse grassland SINC to additional patches of semi-improved grassland to the east and west, and beyond to the main route of connectivity (River Wye woodland corridor at the east and Fryth wood ASNW at the west). These woodland and grassland habitats may already, by their close proximity to the River Wye corridor, act as stepping stones for species movement between the two sides of the settlement.

Opportunities to improve links between groups of trees/woodland patches near the outskirts of Chepstow town, and the railway and River corridor are also highlighted.

Dormice and Woodlands/Hedgerows

Hedgerows and woodlands connected to known dormouse records are identified in the east (Wye Valley Woodlands ASNW SSSI) and the west (ASNW units including Cockshoot Wood SINC) of the settlement.

Opportunities are identified to connect the two discrete areas above through the settlement, across the A466 near Chepstow Racecourse.

Other opportunities are identified to connect these woodlands and linked hedgerows to additional potential habitat for dormice to the south, i.e. forging links with hedgerows along the edge of the main urban zone of Chepstow. For example one potential opportunity example could be strengthening hedgerow/tree line connectivity along the edges of the A466.