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Bradbury & Oak Grove Farm , Caldicot

Document Prospectus

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Contents

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Introduction

This Development Prospectus is part of a package of documentation prepared on behalf of Monmouthshire County Council to support the submission of Land at Bradbury and Oak Grove farms , near the village of Crick , as a Candidate Site for allocation in the emerging Replacement Local Development Plan (RLDP) for Monmouthshire County Council (MCC).

The Prospectus has been prepared by Powell Dobson Architects with input from a wider team, which including Capita, Jellard Associates, and Just Mammals Ltd. The submission has been developed following by a series of discussions with the design team, local planning team, physical context of the site and the opportunities it presents, and a review of planning policy.

It is proposed that the site is a suitable Candidate Site for inclusion in the RLDP as a strategic allocation for a high quality, residential-led, mixed-use development, focussed on sustainable placemaking.

The proposals for Bradbury & Oak Grove Farm would make an important and significant contribution to meeting the local authority's housing need in a sustainable manner. The Masterplan put forward includes:

- Up to 1000, high quality new homes, of which 50% will be affordable.
- Potential provision for a new primary school.
- Up to 3 hectares of employment use including a Local authority depot.
- A mix of new public open spaces that build on the established landscape features of the site including, a new greenway park , community orchards and allotments.
- A network of connecting footpath and cycleroutes that link the new public open spaces with surrounding green infrastructure.

This Prospectus is submitted as part of the site promotion process, set up by MCC to support the development of the RLDP. It will also be used to engage with local partners, stakeholders and the local authority.

Site & Surroundings

Powell Dobson Architects have been appointed by Monmouthshire County Council to develop a concept masterplan and vision for the redevelopment of Bradbury & Oak Grove Farm, their flagship site, as part of the process for identifying candidate sites for the revised Local Development Plan.

MCC's vision and requirements for Bradbury & Oak Grove Farm have been described as a 'Garden Town' – a new community urban extension of Caldicot, where a new community neighborhood designed on garden city principles can create an environment that celebrates its landscape setting, promoting opportunities to adopt a healthy and sustainable lifestyle.

Some Key Design Considerations included in the brief are:

• An appropriate mix of up 1000 houses, with consideration given to affordable housing requirements.
• New infrastructure including community facilities • Sustainable Transport
• Appropriate use of employment land,
• Respecting Distinctiveness.

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This document considers the development opportunities for the site in the context of the technical constraints, topography, adjacent developments, retained landscape features, access and movement opportunities as well as planning policy requirements for Green infrastructure and formal public open space.

1. View East towards Ballan Wood

2. View East From Crick Road

3. View across to Ballan Wood

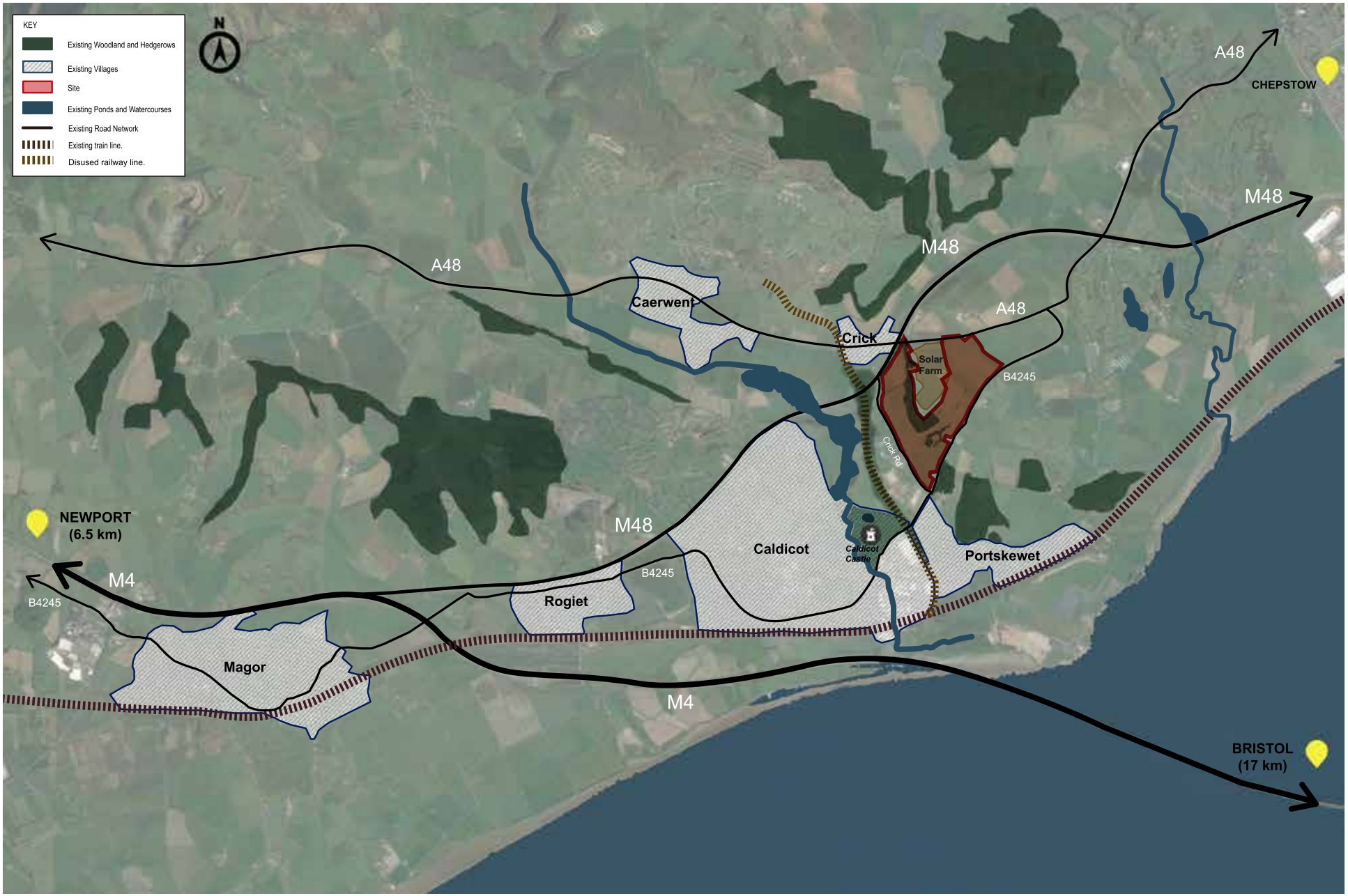
4. Mature Oak Tree

5. Caldicot

6. Crick

7. Portskewett

Site Location & Context



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Site Description

The site is located in a rural environment to the South East of the village of Crick and North of Portskewett in Monmouthshire. The nearby town of Caldicot is located approximately 1.5km to the east witha good range of facilities incuding a high school, library, leisure centre as well as local shops, supermarkets, and banks.

The site covers 56 hectares of land known as Bradbury and Oak Grove Farms and consists of a series of grassland fields surrounded by hedgerows and woodland including Ballan Woods and Crown Hill Woods. A large solar farm is wrapped by the site and its adjacent woodland.

The recently consented Crick Road residential development is directly south of the site with the David Broome Event Centre to the West.

To the North runs the M48, and the A48, with Crick Road forming hte Western boundary of the site. Access from the South is from the B4245. The nearest bus stops are located on B4245 within 400m. Frequency of bus times for X74 service (Newport-Chepstow via Caldicot) is every hour from Portskewett Church approx. 1.0 mile away. The nearest railway station is located at Caldicot.

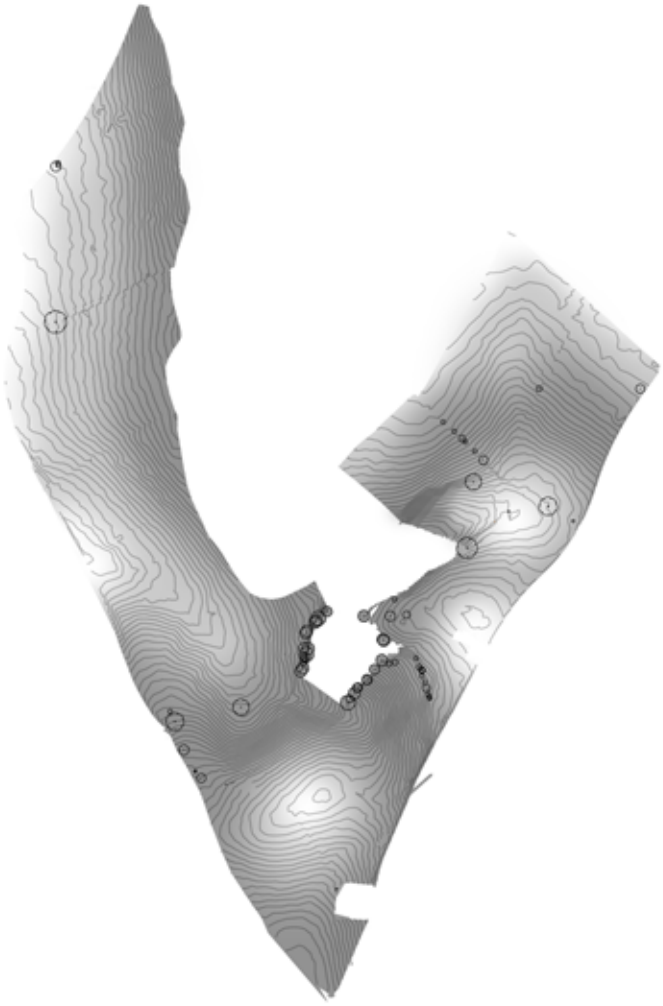
Topography

The site is situated on undulating ground which generally rises to the northeast and east from an approximate minimum elevation of 11m AOD in the northwest area to an approximate maximum elevation of 47m AOD in the northeast area.

The site also rises along Crick Road in a southerly direction from an approximate elevation of 11m AOD in the north to an approximate elevation of 25m AOD in the south.

The rising ground affords long distant views in North and West from a high point in the South of the site as well as South West in the open area between Blland Wood and Crown Hill. The land is steepest inthe Northern corner adjacent to the M4 and around the edge of Crown Hill.

The North East corner is the flattest area of the site.



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Green Infrastructure - Landscape & Ecology

A Preliminary Ecological Appraisal of both areas of the site has been commissioned to provide baseline ecological information in line with relevant policy and legislation. This was carried out by the Just Mammals Consultancy LLP and comprised an ecological assessment of habitats and protected/priority species in October 2019, including its potential to qualify as a Site of Importance for Nature Conservation.

The Bradbury Farm area of the site consists of a series of grassland fields that surrounded and almost entirely enclosed by hedgerows. A small area of woodland, with adjoining scrub and scattered trees is situated at the eastern end of the site. There are also four concrete structures within the site boundaries.

Crown Hill Wood, the onsite woodland, is listed under the ancient woodland directory as a Restored Ancient Woodland Site, and directly adjacent to the site is Ballan Wood, an area of Ancient Seminatural woodland. These areas of woodland are the most intrinsically valuable habitat as ecological features. Protection of the woodland, veteran tree and hedgerow habitat within and around the site must be a priority during and following any proposed development. This must include root protection areas, as well as protection from light pollution.

A badger sett is present at the edge of a grassland field on site, and additional sett entrances are present within Ballan Wood. None of the other habitats on site were of notable value, although they are suitable for other protected/priority species.

Although no evidence of hazel dormice was recorded during the survey, habitat on site is considered suitable. Hedgerows connect to Ballan Wood, which is a known site for dormice as shown by the data search. The onsite woody habitats have potential to support breeding, nesting and foraging activities of dormice. This includes the strip of trees just outside the northern end of the site. The woodland at the southeast corner of the site is in itself suitable dormouse habitat, however it is somewhat isolated from the wider landscape with a lack of connecting features. The newly planted hedgerow to the northwest of the woodland, will work to link the on-site woodland habitat to adjacent Ballan Wood. Further survey effort is required ahead of any planning proposal.

Generally the habitat on site is considered unsuitable for reptiles. The majority of the grassland fields are heavily grazed, with the exception of the most northerly field where the grassland is slightly denser. Reptile presence was not established during this initial survey and is considered unlikely. Furthermore, considering the scarcity of local reptile records reported by the data search,is it considered unlikely that the site would either support a diverse range or a good population of reptiles even if they were present.

MCC's Ecological Connectivity Assessment (Gwent Ecology, 2010), was examined to assess the site in the context of the local landscape. The M48 motorway runs along the north boundary of the site. Linear features represent a main route of connectivity through and out of settlements 1-4 (as outlined in the ecological connectivity assessment). Roads support extensive semi-natural verges, lined with trees, scrub and rough grassland. The Nedern Brook provides a corridor for connection to the M4 corridor. Such features are within the surrounding area of Bradburys Farm, they are not within the site boundary. It was also noted Bradburys Farm is located within a discrete area highlighted for its connectivity for GCN

As a whole, the site is assessed as having medium ecological value. Although further survey effort is required to more comprehensively assess ecological impacts, only discrete parts of the site were of Site of Importance for Nature Conservation quality. Despite the potential for ecological impacts on protected and priority species, there is no reason why such impacts could not be avoided or appropriately mitigated with a well-conceived design layout and responsible build/management strategy and this baseline assessment presented no major ecological constraints that would prevent the former sites Local Development Plan allocation.

Green Infrastructure - Landscape & Ecology

Bradbury Farm

Figure 2: Phase 1 habitat map

Green Infrastructure - Landscape & Ecology

The Oak Grove Farm area of the site consists mostly of species poor semi-improved grassland, with vegetated boundaries and field margins that are made up of both intact and defunct hedgerows, in addition to woodland habitat and trees. The farmstead is situated at the western edge of the site, and is composed of a series of buildings that are surrounded by hardstanding and discrete patches of ruderal vegetation. A small band of woodland that extends from the adjacent Bradbury Farm is present at the south-west corner of the site.

There is a clear lack of vegetated boundaries to the east of the site, where timber fences form the majority of the site and field boundaries. To the west of the site there are a series of hedgerows, which demark the site's boundaries and field margins. Newly planted hedgerows run adjacent to the solar farm park. Intact hedgerows across the site are not considered species-rich, since they have fewer than five native species within a specified length. Consequently, they are not classified as important under the Hedgerow Regulations.

The narrow band of woodland present at the south-west corner of the site extends from Crown Hill RAWS, present within Bradbury Farm. Ballan Wood is immediately adjacent to the south-west of the site.

Both on site woodland and woodland edge habitat are considered to be of ecological importance. None of the trees on site were assessed as 'veteran' using the principles outlined by Reed (200). Three trees were assessed as having potential for roosting bats.

Although the adjacent Ballan Wood is a known location of a badger sett, no evidence for the presence of badger, such as setts worn, tracks, footprints, latrines/dung pits or hair was recorded during the survey, and it is considered that the site does not support a badger clan at this time.

The farmhouse and the series of attached outbuildings that includes the granary, stone barn, and cow shed in addition to the second farmhouse that was unassessed due to access restrictions, all feature opportunities for roosting bats, with several PRFs being noted during the survey. These were all assessed as having a 'Moderate' level of suitability in accordance with BCT's Bat Surveys Good Practice Guidelines (Collins 2016). The agricultural livestock sheds were noted as having negligible levels of suitability.

Since part of the site is highlighted in MCCs Ecological Connectivity Assessment (Gwent Ecology, 2010), it is recommended that a wildlife pond is integrated into the final layout of the development. If designed and managed appropriately, such a feature would provide a significant enhancement measure to the site and possibly the local area by providing valuable habitat for amphibians, aquatic plants and invertebrates such as dragonflies and damselflies.

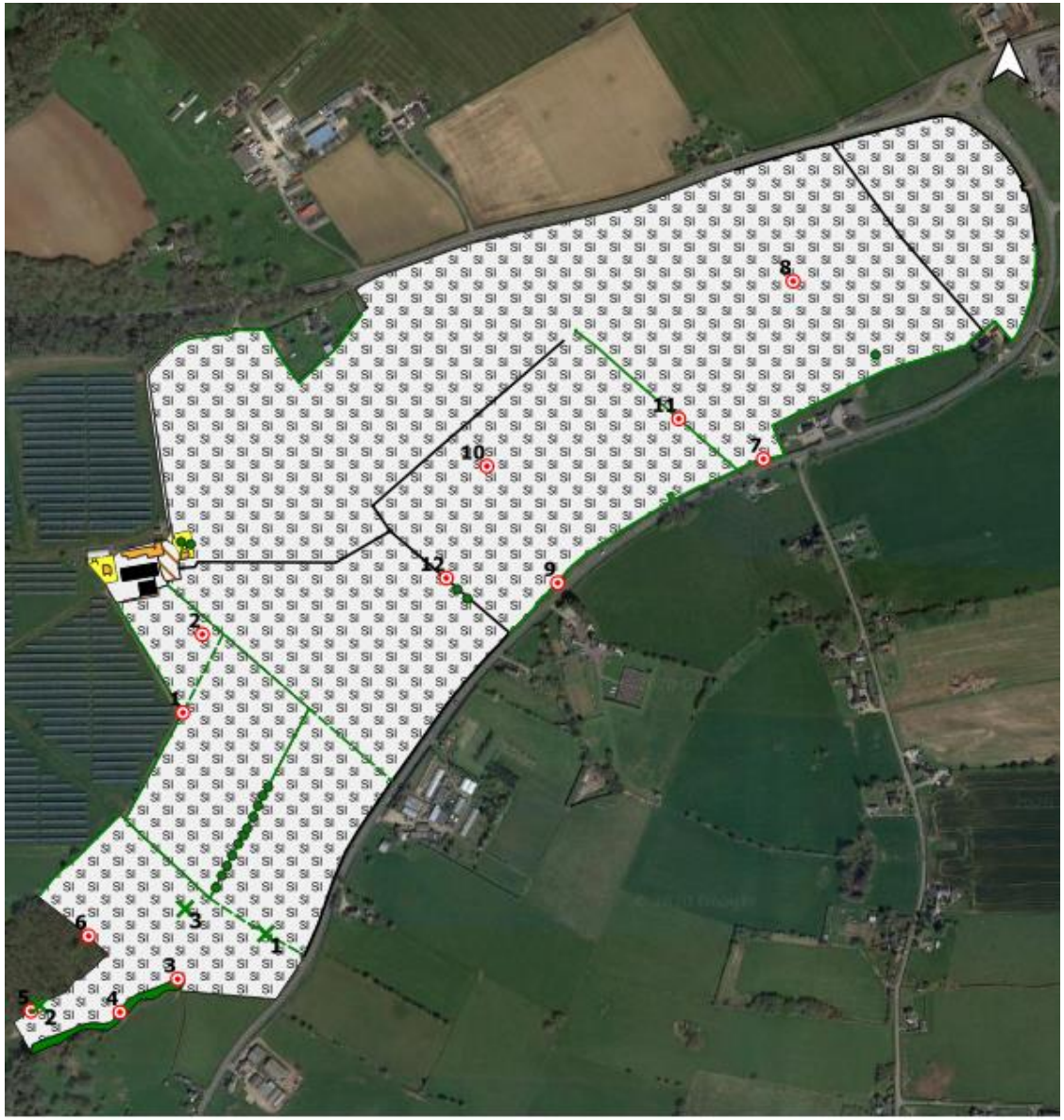
As a whole, Oak Grove Farm was assessed as having medium ecological value. Although further survey effort is required to more comprehensively assess ecological impacts, only discrete parts of the site, namely the buildings associated with bat roosts, were of potential Site of Importance for Nature Conservation quality and the small area of woodland is of SINC quality. Despite the potential for ecological impacts on protected and priority species, there is no reason why such impacts could not be avoided or appropriately mitigated with a well-conceived design layout and responsible build/management strategy and this baseline assessment presented no major ecological constraints that would prevent the site's Local Development Plan allocation.

Nevertheless, any future development plans must be adequately informed by the results from more focussed bats, dormouse, breeding bird and invertebrate assessments.

Green Infrastructure - Landscape & Ecology

Oak Grove Farm

Figure 2: Phase 1 habitat map



Legend

- Trees with bat potential
- Target notes
- A3.1 - Broadleaved scattered trees
- J2.1.2 - Intact hedge - species-poor
- J2.2.2 - Defunct hedge - species-poor
- J2.4 - Fence
- Building requiring further assessment
- C3.1 - Other tall herb and fern - ruderal
- J1.2 - Cultivated/disturbed land - amenity gras
- J3.6 - Buildings
- J5 - Other habitat
- A1.1.1 - Broadleaved woodland - semi-natural
- B6 - Poor semi-improved grassland

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Transportation

Capita Real Estate and Infrastructure was commissioned by Monmouthshire County Council (MCC) to produce a Transport Assessment for the Bradbury Farm development, a candidate site within the stage 2 submission of the Local Development Plan revision.

The original proposal currently encompasses the creation of circa 800 new residential dwellings, 3.5 hectares of light industrial/office (B1 Use class) and possible provision of a new primary school. For the purposes of this assessment, a design year of 2036 has been assumed. Additional land provision has increased the potential to up to 1000 new homes.

The Transport Assessment has been written in accordance with guidance from the revised Technical Advice Note (Wales) on Transport No. 18 (March 2007), which is based on 'Transport Assessment and Implementation: A Guide' (August 2005) written by the Scottish Executive, as well as Guidance on Transport Assessments as provided by the Department for Transport.

All existing public transport, walking, cycling and highway characteristics have been summarised highlighting that improvements to the sustainability of the site are required.

Detailed analysis of accident data for the highways surrounding the development has been completed, with all applicable road traffic accidents for the study area obtained for a five year period. No subsequent trends were identified near to the proposed development site, and there were no accidents recorded immediately adjacent to the site boundary.

The Transport Assessment has undertaken a thorough analysis of existing local and national policy, and a Framework Residential Travel Plan has been created to further encourage modal shift away from the car. The Travel Plan includes a range of measures and initiatives that promote the significant advantages of sustainable travel most notably by walking, cycling and public transport. Subject to agreement with the Local Authority, the implementation of targets will further enable sustainable travel aims and objectives to be achieved.

Further to the provision of a Framework Residential Travel Plan, the Transport Assessment has fully identified options to ensure the sustainability of the site is achieved in line with local and national policy guidance, as well as the aspirations of MCC. These include new footways, provision of new bus infrastructure and the introduction of additional bus services.

Analysis of the following junctions, considered by Monmouthshire County Council to be potentially sensitive to the introduction of new residential development traffic has been undertaken:

- B4245 / Caldicot Road Roundabout
- B4245 / Crick Road junction
- A48 / B4245 Parkwall Roundabout
- A48 / Crick Road junction
- B4245 / Station Road / Newport Road Traffic Signals
- A48 / A466 High Beech Roundabout
- M4 Junction 23a
- A4810 / B4245 Roundabout
- A4810 / B4245 Traffic Signals

All were found to operate within capacity both at opening year (2015/2016) and during the future design year (2036) with development.

In conclusion, the Transport Assessment has been able to demonstrate the proposed development will be established in accordance with the sustainable development objectives of both national and local policy.

New sustainable transport measures will create links for pedestrians and cyclists to and from the site, as well providing public transport services operating within the vicinity of the

The additional traffic associated with the development will not create adverse highway capacity issues. Sufficient capacity has been modelled for all existing junctions near to the development site.

The implementation of the Framework Residential Travel Plan and subsequent monitoring will allow the Local Authority to determine if overall objectives of the development, as they relate to transport, have been achieved.

It is therefore concluded that the Transport Assessment demonstrates compliance with local and national policy objectives particularly with regard to sustainability aspirations for new developments, and that the development is not anticipated to present any material highway capacity or safety implications on the surrounding highway network.

Drainage & Flooding

Flood Risk

JBA Consulting was commissioned by Monmouthshire County Council to undertake a Level 1 Flood Consequence Assessment (FCA) and drainage statement for the land near Bradbury Farm, Portskewett. The assessment is to support Stage 2 of the Candidate Sites process as part of Monmouthshire County Council's ongoing review of a replacement/new Local Development Plan (LDP).

The site is relatively steep and generally slopes from its highest point of approximately 47.5m AOD in the east to its lowest point in the west where ground levels are as low as 8.7m AOD. The west of the site slopes down considerably to a low-lying area from the higher ground to the east. The eastern parcel of land slopes from north east to south west more gradually.
In terms of adjacent watercourses Nedern Brook, a designated 'Main River', is located approximately 380m to the west of the site and flows in a southerly direction. An unnamed tributary of the watercourse flows approximately 150m to the north west of the site in a southerly direction until it meets the confluence with Nedern Brook approximately 380m to the west of the site. There is an unnamed agricultural drainage ditch approximately 10m to the west of the site, on the opposite side of Crick Road

A Stage 1 Strategic Flood Consequences Assessment was undertaken by the Local Authority in 2009 to provide an overview of flood risk from all sources in the MCC area.
The Level 1 SFCA identifies that there is a risk of fluvial flooding within the MCC area associated with main rivers and ordinary watercourses as well as tidal flooding and surface water flooding. Details of historical tidal, fluvial and surface water flooding are provided within the SFCA but it identified that there are no historical flood events reported to have occurred within the site boundary.

Groundwater levels are not a significant flood risk on a strategic scale within Monmouthshire and groundwater levels are known to rise and fall slowly. There are localised areas within MCC administrative boundary where groundwater flooding has known to have occurred previously though none of these areas are located within the vicinity of the site. No further issues have been identified within the SFCA in relation to flood risk at the site. The majority of the site is at very low risk from surface water flooding. There is a surface water flow route through the centre of the site from east to west.

TAN-15 was introduced in 2004 by the Welsh Assembly Government. Its technical guidance relating to development planning and flood risk uses a sequential characterisation of risk based on Welsh Government's Development and Flood Risk Advice Maps (DAM). Under this assessment the site is located entirely within Zone A of the DAM. The DAM is used to trigger different planning actions based on a precautionary assessment of flood risk. Zone A is considered to be at little or no risk of fluvial or coastal/tidal flooding and highly vulnerable and less vulnerable uses are considered acceptable in this area. A Flood Consequence Assessment (FCA) is not necessary within Zone A.

Drainage & Flooding

Drainage Strategy

The design of the surface water management system will maximise amenity benefits across the site. SuDS components can enhance the provision of high-quality, attractive public space which can help to provide health and well-being benefits, improve liveability and contribute to improving the climate resilience of new developments. A range of SUDS components can be accommodated within the development in an interconnected system designed to manage, treat and make best use of surface water runoff. The proposed development site provides many opportunities and constraints for the disposal of surface water via the use of SuDS.

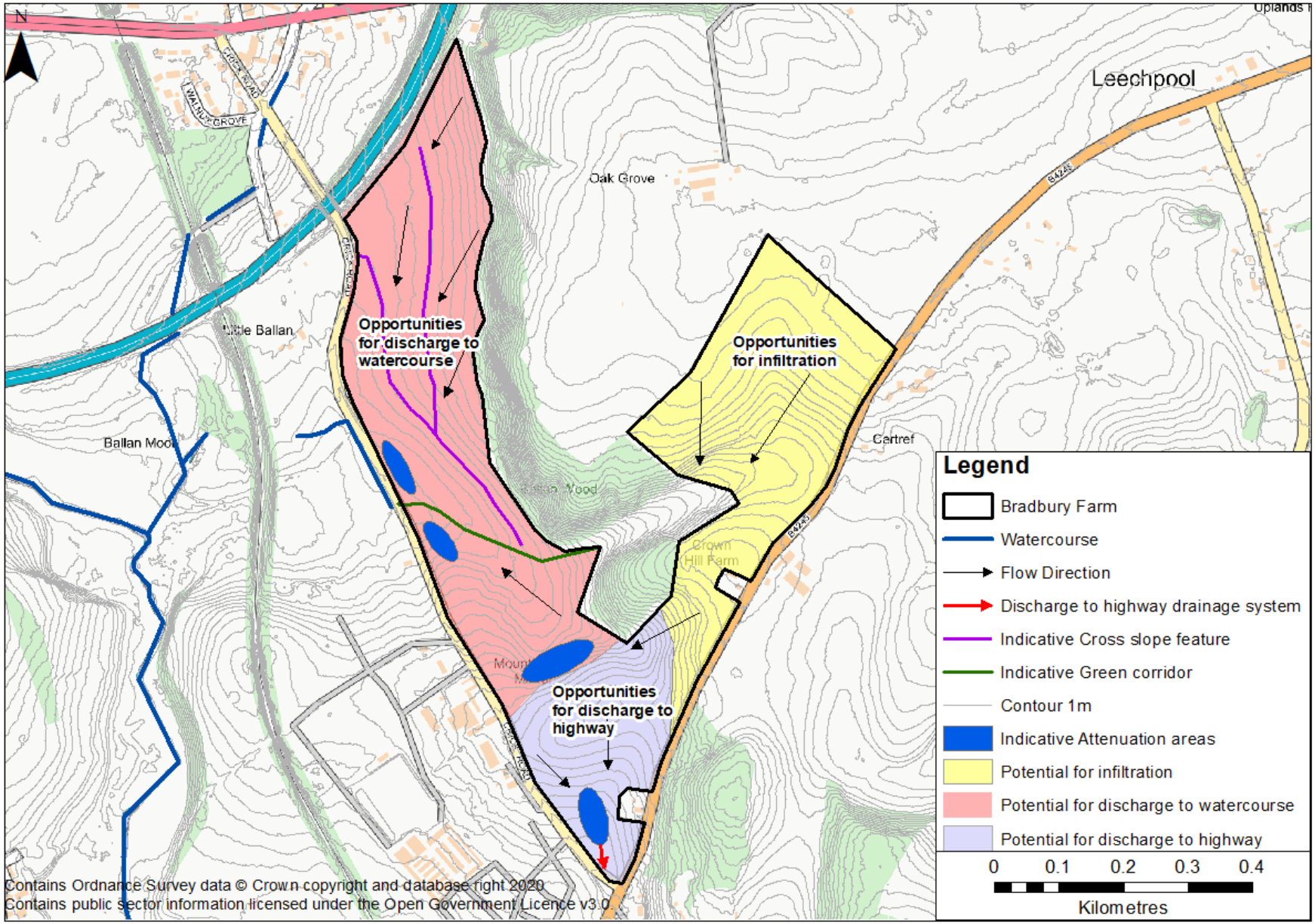
The opportunities for infiltration are likely to be limited to the east of the site where the site is underlain by Sandstone and Limestone as the west of the site is underlain by Mudstone. However, infiltration testing should be carried out across the whole site to confirm whether there are opportunities for infiltration elsewhere. Green corridors should be used across the site to create wildlife corridors and aid habitat connectivity. The western area of the site slopes down from east to west and is likely that surface water runoff can be attenuated in cross slope features and directed to the green corridor.

There is potential for the west of the site to discharge surface water runoff to the drainage ditch located on the opposite side of Crick Road, however, further investigation on the capacity of this ditch to receive flows from the development should be carried out. There are a number of low-lying areas within the site boundary where there is potential for open attenuation areas and indicative locations for these have been given in Figure 6-2. Surface water runoff from the southern area of the site will likely need to be attenuated separately and discharged into the highway drainage system if there are no other viable discharge locations.

Across this development site, SuDS components such as rain gardens and vegetated swales/rills would provide open and accessible areas, creating a pleasant place to live and promoting the well-being of residents across the site. Rain gardens and swales would also assist in the climate resilience of the development, promoting carbon sequestration, and permeable paving would provide amenity benefits from its multifunctionality.

In line with Schedule 3 of the Flood and Water Management Act, implemented in Wales on the 7th January 2019, SUDS that serve multiple properties must be approved and adopted by the SUDS Approval Body (SAB) – a function performed by the Lead Local Flood Authority at Monmouthshire County Council. During detailed design phase, a detailed maintenance plan will be developed to demonstrate the maintenance required to ensure the proposed drainage system functions to optimal capacity in perpetuity.

Drainage & Flooding



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Utilities

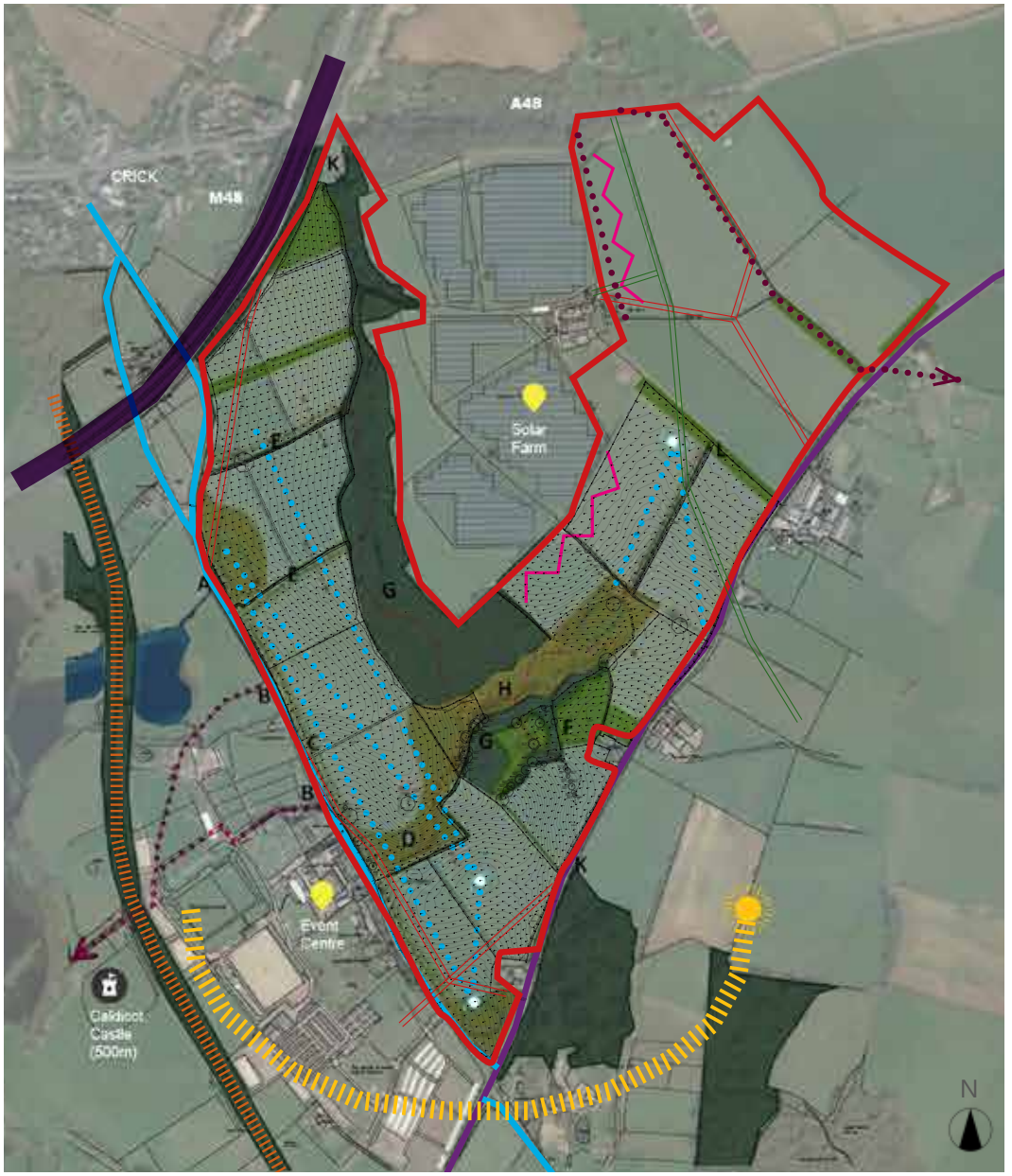
The site is served from the surrounding area by the following utilities. Items that form a constraint are identified on the opportunities and constraints plan on the next page:

- Mains water within Crick Road
- Medium pressure gas supply within Crick Road
- Electric – LV connection crosses small portion of the site in North West corner.
- 11kV HV line around outside of site, passing across the land at points to the SW (to SE) and NW (to North)
- Foul – no foul connection adjoining the site. New pumping station created to facilitate development at the allocated Crick Road development site.
- Underground high voltage (11kV) electrical cable runs north-south to the western edge of the site boundary.

Site Assessment - Summary of Constraints and Opportunities

KEY

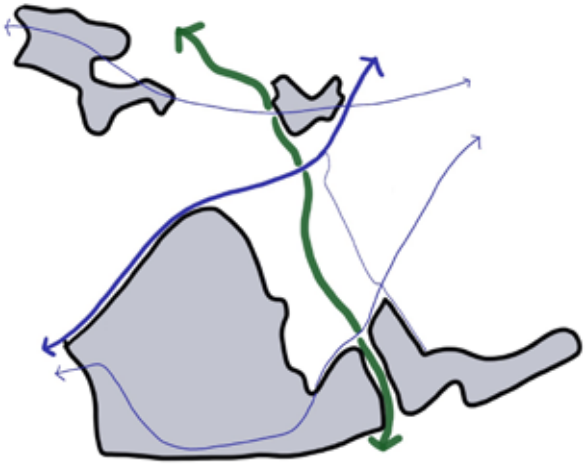
- Site Area.
- Visually Sensitive Boarder.
- B — Existing PROWs - Potential link to Caldicot Castle Country Park and disused railway line.
- Possible Paths/ Cyclepaths.
- G — Existing Woodland and Hedgerows.
- H — Possible Amenity Space (Wild Play, SUDs, flower meadows).
- Vistas.
- E — Possible Secondary Greenways provide linkages.
- Woodland and Hedgerow Planting, Re-plant areas of historic woodland at Crown Hill.
- Possible Paths/ Cyclepaths.
- Main Roads.
- Secondary Roads.
- A — Existing Pongs and Watercourses. Potential link.
- Indicative Attenuation Ponds.
- D — Potential to re-instate historic park land landscape character.
- Underground Cables
- Overhead lines



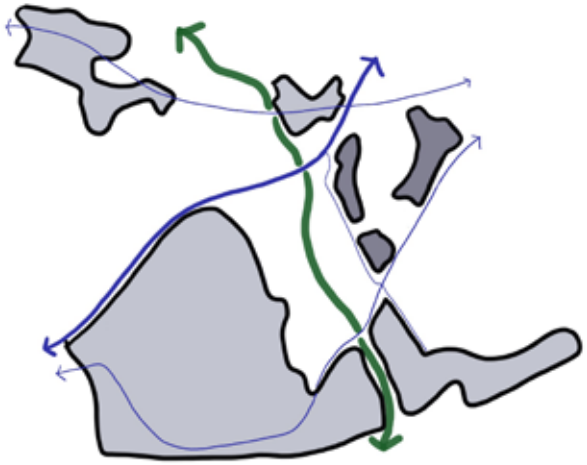
Not to Scale

Concept Proposals & Vision - A Network of Linked Villages

Our early concept appraisal builds on the intial GI work and suggests approaching the site as a series of new villages linked by a green infrastructure network connecting them to eachother and the wider communities at Caldicot, Potskewett, Caerwent and beyond.



Exisitng Settlement Pattern



Proposed Settlement Pattern

Villages connected by Green Infrastructre

Concept - A Network of Linked Villages

Create spaces that matter to both new and existing neighbourhoods, rooted in the outstanding local natural environment - ecology and biodiversity, woodlands, stream courses, connected to known landscapes including Caldicot Castle Park

Opportunity for a new woodland park with connecting GI routes serving the wider Caldicot area

Consider recognised and retained routes - PROW/ Bridleways/historic routes and vistas

Leisure routes and connections - cycleways walking routes

Smaller Local parks within each village create social places

High Quality streets and squares

Green streets with swales and street trees creating healthy places

Blue infrastructure - sustainable drainage

Biophillic Living -community allotments & orchards

Concept Proposals & Vision - A Network of Linked Villages

Opportunities to create character and distinctiveness by responding to local site conditions - topography, landscape, local landmarks and wider vernacular.

Consider wider character of Monmouthshire

Linear Village and nucleated typologies

Architectural Language and materiality are key to succesful placemaking .

Creating inclusive places

Consider the differing nature of the edges - village centre or woodland edges

Consider the place from the edges in – not the centre out.

Portskewett

Crick

Derwent

Monmouth

Caldicott

Concept Proposals & Vision - A Network of Linked Villages

Take a holistic approach to sustainable design, considering not just the physical built environment in supporting Monmouthshire County Council's Climate Emergency Strategy and the ten objectives that it sets out to deliver a net reduction in carbon emissions by 2030.

Human centred approach to sustainable places

Focus on active travel and health and wellbeing with walkable neighbourhoods.

Range of housing to meet the needs of all ages

Opportunities for a mixed use village centre with potential community uses as well as a distinct employment centre

Support emerging technologies through employment uses

Start up units & co-working hubs

Consider renewable energy opportunites

Homes as power stations

Connection to Solar Farm

Centralised car charging

Concept Proposals & Vision - Early Framework Plan

Create a series of 3 new villages linked by a green infrastructure network connecting them to eachother and the wider community.

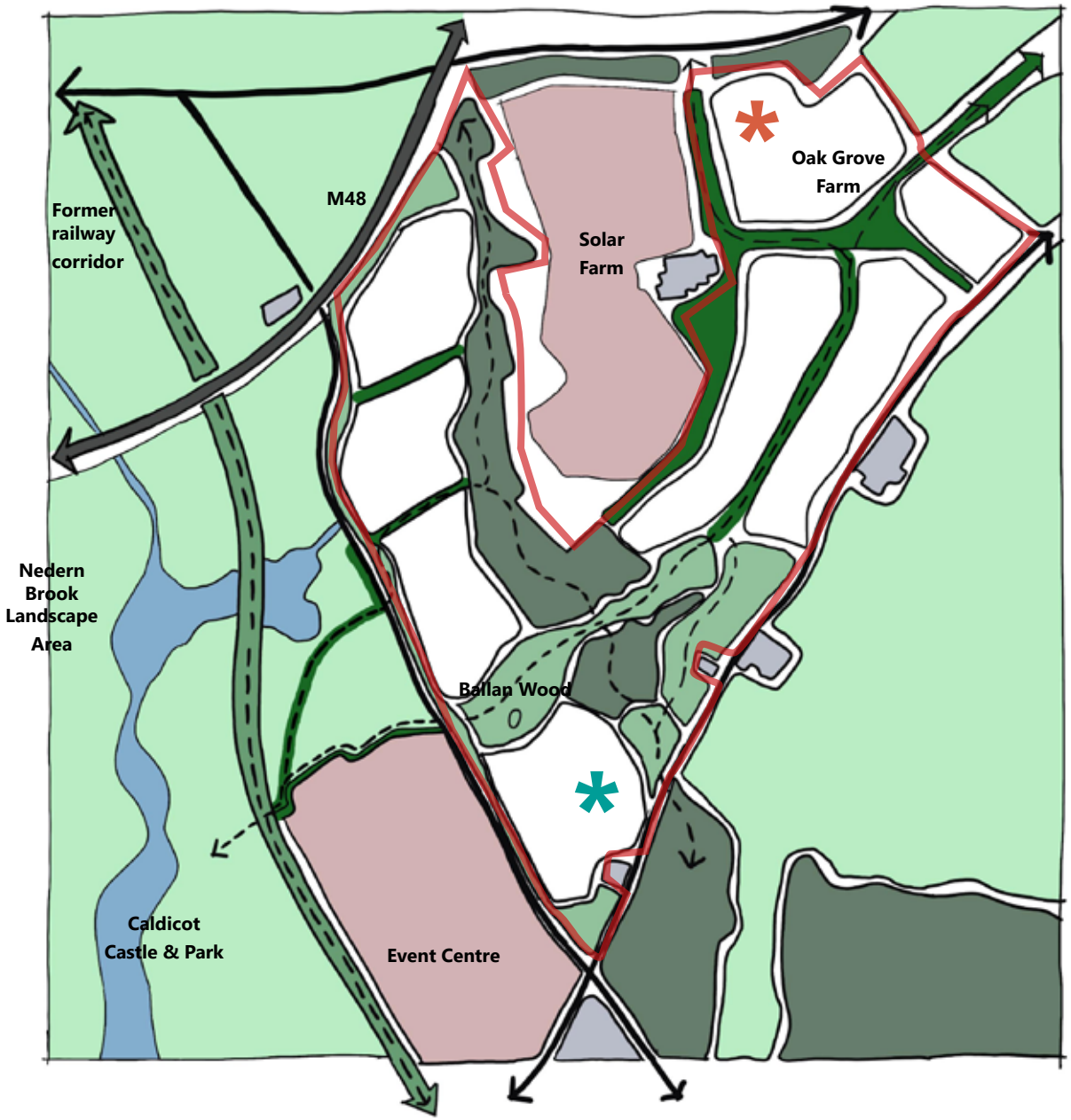
Potential for both linear and nucleated village typologies of varied urban grain, size & densities.

* Potential to provide a 2 form entry primary school and small mixed use area positioned in the village centrally between the existing Crick road neighbourhoods and the new villages:

  - Allows active travel

  - Uses lend themselves to a nucleated village typology with mixed use areas focussed around a village green or square.

* Potential to locate employment use within land proposing a local authority xxxx additonal parcel served form the A48



Concept Proposals & Vision - Initial Land Use Plan

Land Use Summary

- Gross site area 56 hectares

- Residential net developable area 32 hectares

- Employment/ depot 3 hectares

- School/Community 2 hectares

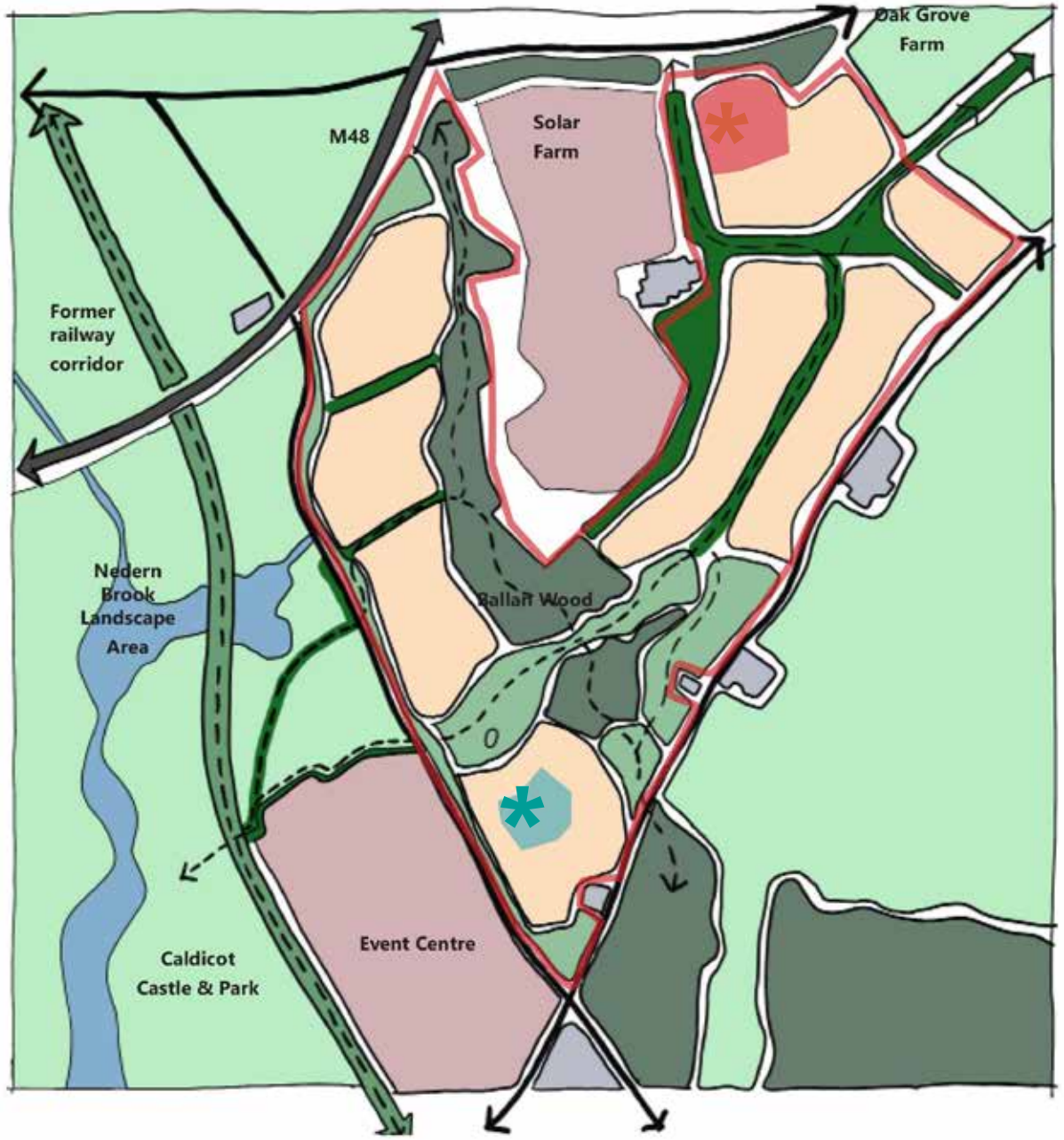
- G.I - P.O.S\landscape corridors 8 hectares

- Suds features - swales & ponds 6 hectares

- Other non developable for nda calc 5 hectares

Approx Schedule

32 hecatares @ 30dph = 960 dwellings



Responding to the Welsh Placemaking Agenda

PPW 11

The new edition of Planning Policy Wales (PPW11) was released on the 24th February 2021. It sets out the current land use planning policy for Wales, providing the policy framework for the effective preparation of local planning authorities' development plans as well as reinforcing the importance of placemaking in the creation sustainable places.

"The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well functioning planning system is fundamental for sustainable development and achieving sustainable places."

Placemaking Charter

The Placemaking Charter was developed in conjunction with The Design Commission for Wales, to build on Placemaking in policy and practice in Wales. The charter sets out six placemaking principles need to be considered in delivering good places:

1. People and Community

Whilst engagement with the local community has not taken place during the pre-submission stage a public consultation strategy will be developed at the appropriate time. This document will also be used to engage with local partners, stakeholders and the local authority.

2. Movement

A clear hierarchy of high quality landscaped streets is proposed along with new pedestrian and cycle connections and improved existing footpath routes. The masterplan proposes a structure to the 3 villages thats is with lineated or nuclear in its urban typology to further support charcter and distinctiveness.

3. Location

The site is located in a rural environment to the South East of the village of Crick and North of Portskewett in Monmouthshire. The nearby town of Caldicot is located approximately 1.5km to the east with a good range of facilities including a high school, library, leisure centre as well as local shops, supermarkets, and banks.

4. Public realm

As well as creating a high quality legible street network the masterplan proposes mix of new public open spaces that build on the established landscape features of the site including, a new greenway park , community orchards and allotments. A network of connecting footpath and cycle routes that link the new public open spaces with surrounding green infrastructure

5. Mix of uses

The Masterplan proposes a mix of residential, employment and education provision. The employment land in the NE parcel identified as a suitable location for MCC's new highways, transport and waste depot including provision for office accommodation, workshops for servicing and repair, generation charging and storage, and a co-working hub

6. Identity

The masterplan identifies opportunities to create character and distinctiveness by responding to local site conditions - topography, landscape, local landmarks and wider vernacular. It proposes both linear Village and nucleated typologies which are both found locally and developed a framework bases around existing landscape features, "known landscapes"

Final Concept Masterplan

1. Existing Woodland

2. Proposed new woodland/ GI corridor to create separation between the 'villages' and provide North South G.I connectivity

3. The Greenway - existing open landscape feature retained to form key GI corridor and public open space ,connecting the new villages with each other and improving access for the surrounding communities into the wider open countryside

4. Proposed community orchard

5. Proposed community allotments

6. 2 Form Entry Primary School

7. Local Authority Highways depot and co-working hub

8. Potential location of Co-working hub associated with highways depot

9. Potential village centre with element of mixed use co-located with the primary school school

10. Potential village Centre with potential mixed use co-located with the council co-working hub

11. Landscape buffer to Solar Farm

12. Potential off-site highway improvements to provide footway/cycleway connections into surrounding active travel and leisure network

13. Pedestrian and cycle connection to ongoing active travel links

14. Existing bridleway/ PROW connection to proposed future SUSTRANS route along form MOD railway corridor

15. Proposed future SUSTRANS route along form MOD railway corridor

16. Green buffer for separation from adjacent consented residential development at Crick Road , includes potential for SAB features and off-road footway/cycleway connection into site .

17. Existing Hedgerow corridors to be retained and to form smaller greenways.

18. SUDS features to be integrated into GI corridors and landscape buffers to support landscape character and biodiversity improvements

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Land Use

KEY

- Residential
- Mixed Use
- Education/ Community
- Employment/ Local Authority Depot
- Public Open Space/ Landscape
- Attenuation Feature

Scale 1:5000 at A2

Density & Scale

KEY

- Mixed Use Higher Density (up to 50 uph, up to 3 storeys)
- Residential Higher Density (40-50 uph, up to 3 storeys)
- Residential Medium Density (35-40 uph, up to 2-2.5 storeys)
- Residential Lower Density (25-35 uph, up to 2 storeys)
- Education (up to 25, up to 2 storeys)
- Council Hub (up to 2 storeys except office/hub area which can be 3 storeys)

Scale 1:5000 at A2

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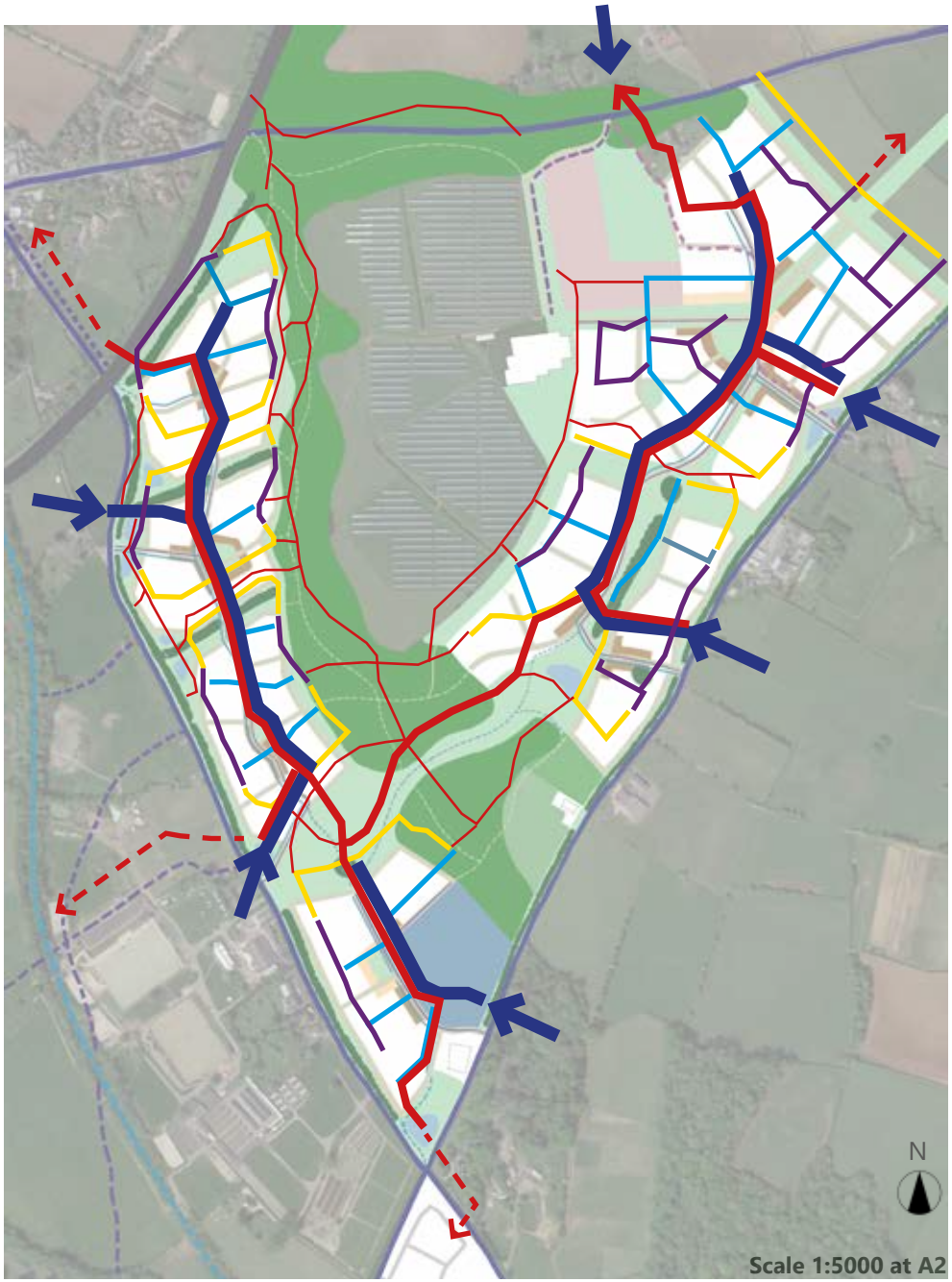
Access & Movement

KEY

- Access
- Main Street
- Footway/Cycleway
- Ongoing Footway Cycleway Connections
- Pedestrian Footpath
- Secondary Street
- Shared Surface
- Lane or Prvate Drive



Landscape and Green Infrastructure

PLAN NOTES

1. Proposed future SUSTRANS route along former MOD rail corridor.
2. Potential to connect Greenways into offsite PROW network with links to Caldicot Castle Country Park and proposed future SUSTRANS route.
3. Links to other PROWs in wider countryside
4. Primary Greenway: linear parkland forming the principal GI corridor connecting the individual villages with each other as well as the countryside beyond. An opportunity to promote biodiversity with tree planting and flower rich grassland, SUDS features as well as provision for recreation, incl wild play.
5. Secondary Greenways: incorporating tree planting, cyclepaths and SUDS features alongside Crick Road and the B4245. Green corridors off these provide a landscape setting for individual villages as well as improving connectivity. Existing hedgerows retained where possible.
6. Opportunity to re-create some of the historic parkland character close to Mount Ballan.
7. Community Orchard scheme to include some heritage varieties.
8. Community Allotment scheme to benefit residents.
9. Ballan Wood and Crown Hill Ancient Woodland: opportunity for a woodland management plan to include selective thinning and replanting, promoting nature conservation interests. Opportunity also for controlled recreational access, facilitating circular walks within the site.
10. Village Green
11. New woodland planting to mitigate impact of proposed Local Authority Highways Depot.
12. Landscape buffer adj solar farm including paths and flower rich grassland.
13. Tree and hedgerow planting to provide a landscape buffer alongside the NW site boundary
14. Landscape buffer with consented Crick Road development, including specimen trees and flower rich grassland
15. New woodland planting to provide connectivity between Crown Hill and offsite woodland at Farthing Hill.
16. New woodland planting to reinforce existing adj M4 and mitigate impact of the motorway for the adj residential.
17. PROW access to The Berries Mound and Bailey Castle Scheduled Ancient Monument and Nedern Brook Wetlands SSSI
18. Realigned section of PROW between A and B
19. PROW access to Caldicot Castle Country Park
20. Potential to provide an offsite cyclepath link to Crick.

KEY

- Existing Woodland
- Woodland and Hedgerow Planting
- Public Open Space incl Greenways, Tree Planting, Flower rich Grassland, Wildlife Pond, SUDS features and Wild Play.
- Community Orchard
- Community Allotments
- Indicative SUDS Features / Wildlife Ponds
- Enhanced 'gateway' Landscapes
- Indicative Paths / Cyclepaths
- Public Rights of Way
- Proposed Sustrans Route
- Residential Development Zone
- Primary School Zone
- Local Authority Highways Depot
- Co-Working Hub

NORTH

VISION

Green Infrastructure and Landscape is integral to the vision for the proposed residential and mixed-use development at Bradbury and Oak Grove Farms. The purpose of this high level plan is to identify green infrastructure opportunities to not only guide future site development proposals but also to provide MCC with a template against which to evaluate various specific applications as they come forward.
In this respect a number of key objectives have been identified:

- Provide a landscape setting as well as high quality external spaces for the proposed development.
- Ensure that the proposed development sits comfortably within the surrounding Monmouthshire landscape. A key part of the design process will be to carry out best practice landscape and visual analysis to guide the different stages of the project development.
- Preserve and where possible enhance habitat and species diversity across the site.
- Provide good connectivity to green infrastructure outwith the site, including PROWs.
- Establish improved pedestrian and cycle links to and within the site.
- Provide a fully integrated SUDs scheme throughout the site that is both ecologically dynamic and visually stimulating.
- Develop an integrated approach to play within the scheme design.
- Promote health and well-being, through green space provision, access to the PROW network and play and recreation. Take account of the whole new dimension Covid – 19 has brought to public perceptions of the value of the natural world and high quality, well managed green space.
- Utilise the potential wide range of educational opportunities which the development can offer.

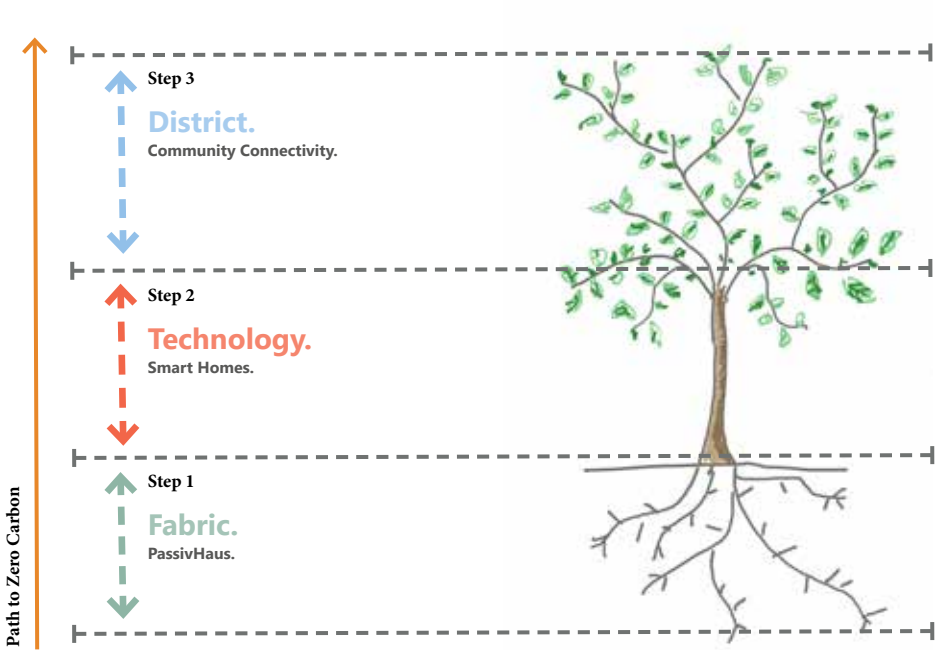
Since all of the land of this major strategic site lies within the ownership of Monmouthshire County Council, it is a unique opportunity for the Council to showcase green infrastructure based on best practice guidance including that set out in the MCC Green Infrastructure SPG. This project has the potential to become an exemplar site for how to successfully integrate a large scale, mixed use development within a strong Green Infrastructure Framework and in the process provide an attractive and well-functioning, long term and sustainable setting for living and working.

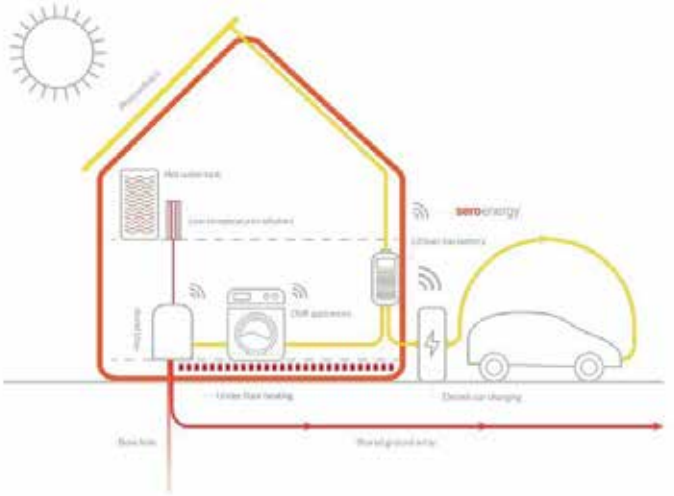
Response to Climate Agenda

In May 2019, Monmouthshire County Council declared a Climate Emergency, with unanimous support from Councillors. In considering the masterplan we have taken a holistic approach to sustainable design, considering not just the physical built environment in terms of a fabric first approach, renewable energy, maximising efficiency and working towards a circular economy. Our approach to designing sustainable places is human centred with real innovation in how people's lives, and those of future generations, are impacted and changed by the space they occupy.

The masterplan supports opportunities for low and zero carbon housing in a holistic way:

- Interaction with the landscape to create high-quality place making with sustainable urban drainage features that enhance bio-diversity
- Touching the site lightly in terms of dealing with topography to limit cut and fill and the carbon cost associated
- Provide opportunities to deliver passive house principles by considering compactness of layout orientation and high performing fabric with potential for district energy solutions
- Maximise the benefits of the proximity to the solar farm to support a route to zero carbon of the site in the future for example explore a community battery store.
- Supports homes can be fully developed with a range of off-site manufacture approaches allowing the scheme to take
- advantage of local supply chains and materials
- Provide a mix of uses well connected by active travel use
- Provide domestic electric car charging as well as develop a new Local Authority transport and waste depot with generation charging and storage capabilities for a hydrogen powered fleet





Conclusion

The Site at Bradbury and Oak Grove Farm presents a unique opportunity to create a series of new villages set within a beautiful landscape woodland setting providing high quality sustainable new homes as well as both employment uses and a potential new primary school.

The vision is set around creating 3 distinct new walkable neighbourhoods, providing new public open spaces and routes that respond to the unique ecological and landscape opportunities at this location, the greenway , the woodlands and the new community orchard and allotments

The masterplan responds to existing site features, including the woodlands and the greenway, to support legibility and distinctiveness, as well as enhancing biodiversity through the creation of green corridors based around the existing hedgerow network.

A clear hierarchy of streets ranging from the main street containing an off road footway cycle way through each village, through to shared surfaces will create a development that promotes walking and cycling,with opportunities to improve ongoing active travel connections into the surrounding communities.

High quality homes and places contribute to creating the potential for a new vibrant community.