



Land to the East of Caldicot

Design Note - July 2024



The following document sets-out the emerging proposals for proposed development at Land to the East of Caldicot. The emerging illustrative masterplan has evolved through a series of workshops between stakeholders across both land parcels, to ensure a comprehensive design has been reached. Alongside a series of workshops with the Design Commission for Wales, collaborating closely with Monmouthshire County Council. This narrative is highlighted throughout (see yellow bubbles) and provides additional context to the design outcomes presented.

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Site Location

Location:

Caldicot is located adjacent to the Caldicot Levels on the north side of the Severn Estuary, within the Severnside Area as identified within the LDP. The town is close to the M4 and M48 motorways. It is situated 13 miles to the east of Newport and 6 miles southwest of Chepstow. Bristol is approximately 22 miles south, accessed via the Severn Bridge and M48. The village of Rogiet is located to the west and Portskewett to the south east.

The site comprises of two land parcels:

- 1 West of Crick Road - 34ha
- 2 East of Crick Road - 32ha

Located off Crick Road is an equestrian centre, show ground and ancillary uses including a restaurant and events venue. The wider site comprises pastoral fields with hedges and some copses.

Movement:

Caldicot is well served by the 74/X74 service. The route serves the centre of Caldicot from Newport, Magor, Rogiet, Portskewett, and Chepstow. Service 75 provides a circular service between Caldicot, Caerwent and Sudbrook. Service 73 runs between Newport and Chepstow along the A48 to the north of the Candidate site.

National Cycle Route 4 (NCN4) runs locally between Caldicot town centre, Caldicot railway station, and Severn Tunnel junction, with a good proportion of the route being off-road. The town benefits from excellent rail links from these stations. Caldicot Station is served by the Gloucester-Newport railway line providing easy access to Newport, Cardiff Central, Chepstow, Lydney and Gloucester. Additionally, the Severn Tunnel Junction railway station is located one stop to the west and provides access to Bristol Temple Meads via the Severn Tunnel.

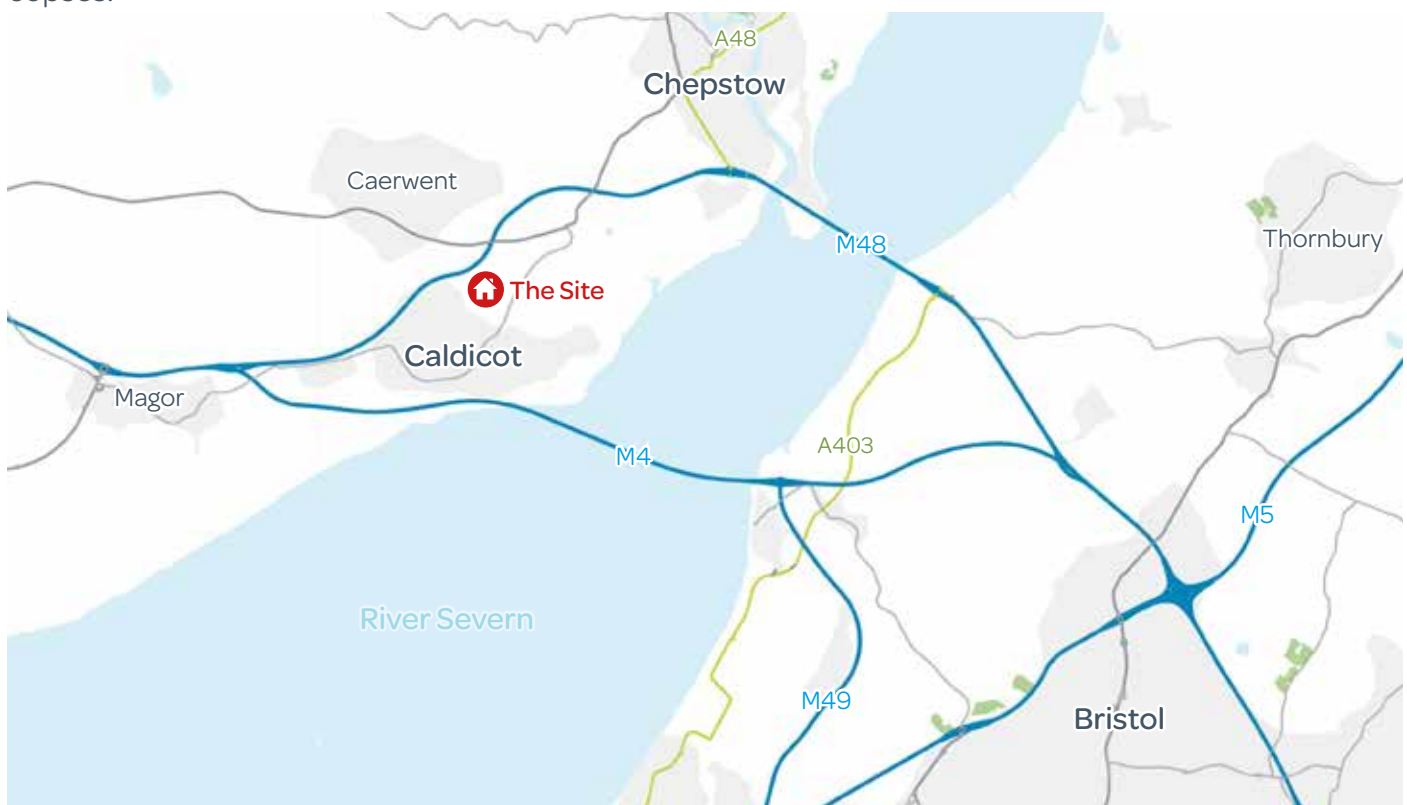


Figure 1. Regional Location Plan

Towards
Chepstow

-  Primary School
-  Secondary School
-  Ballan Wood
-  Nedern Brook Landscape Area
-  Sports ground / play space
-  Community Facility
-  Library
-  Caldicot Train Station
-  Local Medical Centre
-  Supermarkets
-  Caldicot Castle
-  Pub / Restaurant / Cafe



Opportunities & Constraints

Key Considerations:

- Potential for residential led mixed use strategic site - complimentary land uses
- Potential for a small mixed use local centre with new 2 form entry primary school serving new neighbourhood and nearby Portskewett
- Create a connected parkland for the wider town
- Opportunity to reinstate the hedgerows for connected green corridors
- Opportunity to improve access into surrounding woodlands for amenity as well as open countryside beyond site
- Connect the town centre and strategic site with an active and sustainable transport hierarchy
- Caldicot Links, utilising the former military railway line that bisects the area, between Crick, including the National Cycle Network Route 4, and Portskewett, into an active travel route for local communities. This project is undertaken by Monmouthshire County Council in partnership with Sustrans Cymru.
- Maintain and enhance PRow / Cycle routes and extend further connections to the east, connected to new and enhance green infrastructure corridors
- Maintain the existing link along Crick Road, whilst integrating the route as part of the overall masterplan

Crick Road - An existing road of local importance which runs between the two land parcels. There is opportunity to maximize connection to Crick Road both through active nodes enhancing, vehicular, bus, pedestrian and cycle connectivity but also through its 'urbanism' and the design of any future development frontage both from the east and west sides of the road.

Character - Future detailed design proposals will consider the past, present and future of Caldicot. Design will respond appropriately to the setting of local heritage features such as the castle and the listed building off Crick Road, both within close proximity to the site. This will create a scheme with local identity and of high-quality design.

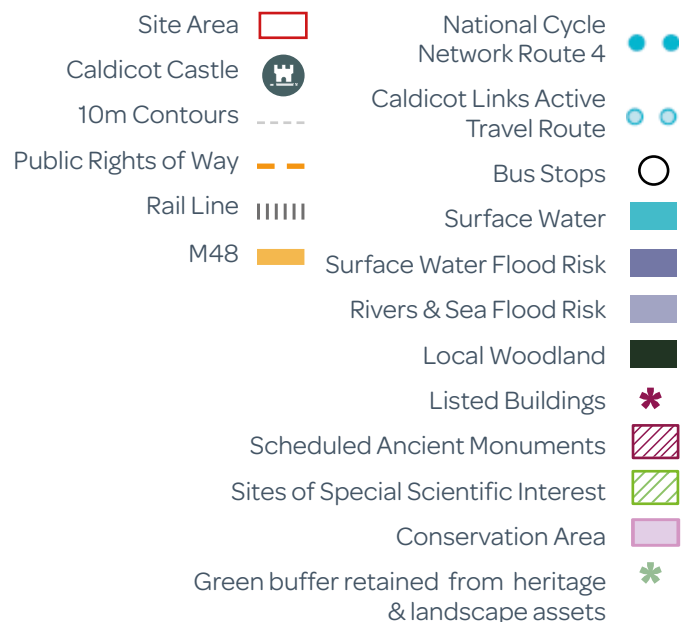
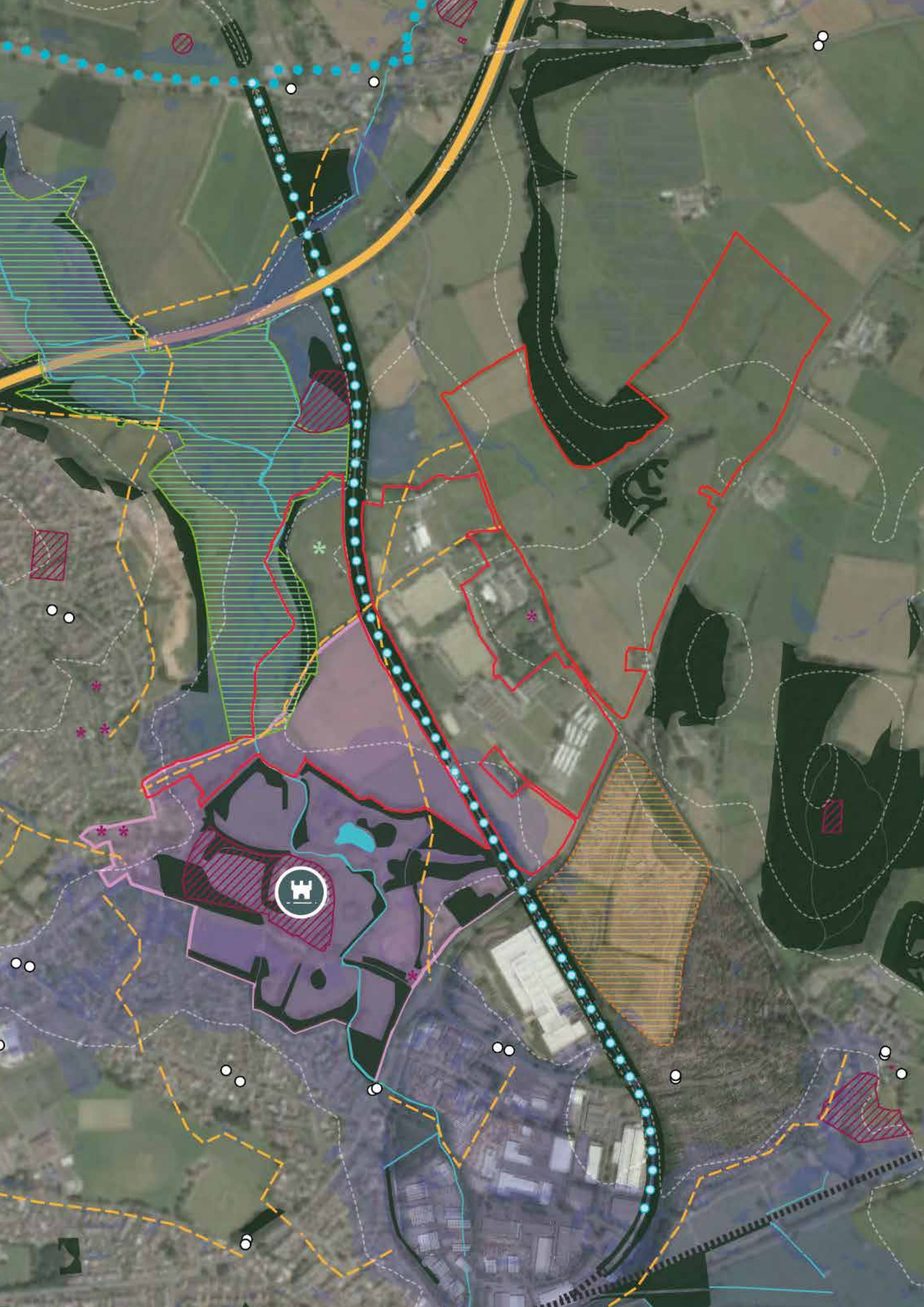
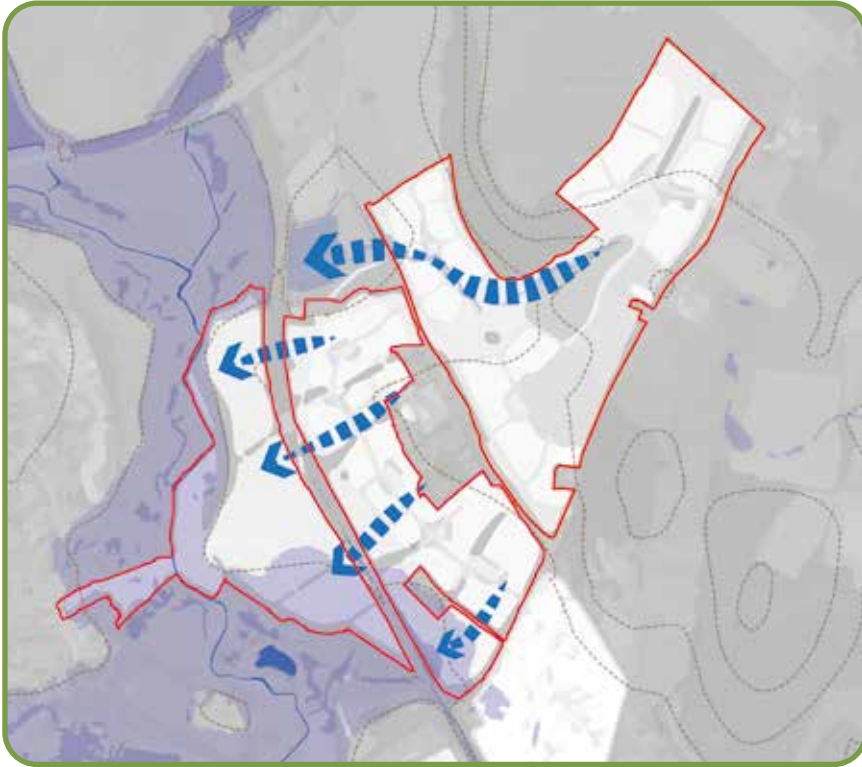


Figure 2. Constraints Plan



Key Considerations

Topography & Drainage:



Key Design Thoughts:

- Fluvial and tidal flood zones within the Nedern Brook Valley
- Surface water flooding to the north
- Attenuation best placed along western boundaries as well along the western boundary to Crick Road to capture run-off from higher ground
- Land rises to the East away from Crick Road, with views back towards the Caldicot and the Castle.

Heritage:



Key Design Thoughts:

- The western half of the site is partially within the Caldicot Castle Conservation Area
- There is one listed building centrally between site boundaries and several to the west around the Conservation Area
- Caldicot Castle is found to the southwest. The Berries Mound is located to the north. A romano-british settlement site adjacent to Church Road in the east and the site of Harolds House to the southeast. Each are outside the site and are Scheduled Ancient Monuments.

Landscape & Ecology:



- 10m Contours
- Surface Water
- ➔ Indicative drainage direction
- Flood Risk
- Surface Water Flood Risk
- ←--- Key Views
- 🏰 Caldicot Castle
- * Listed Buildings
- ▨ Scheduled Monuments
- Conservation Area
- ▨ SSSI
- Local Woodland
- PRoW
- Caldicot Links
- ||||| Local Rail Line

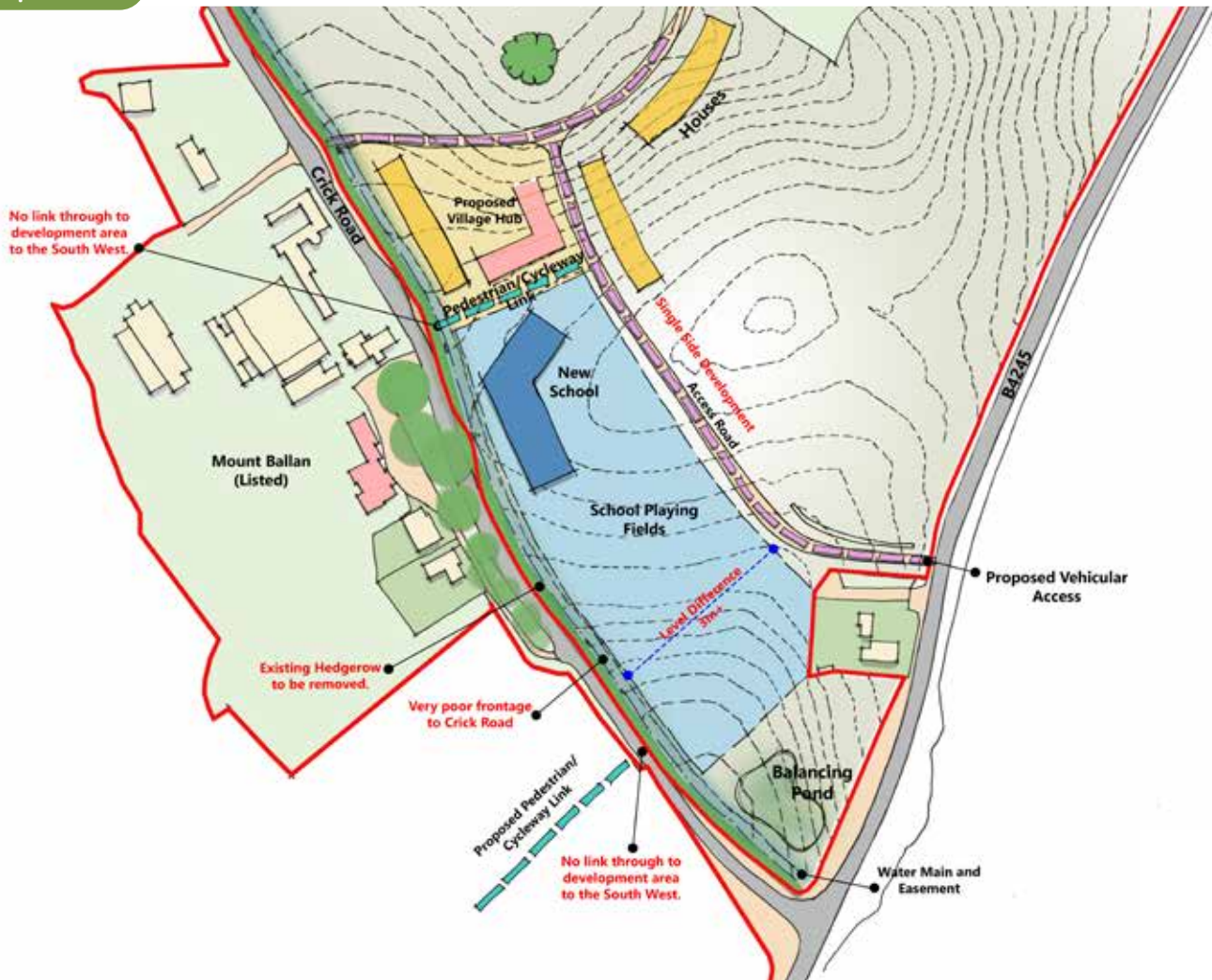
Key Design Thoughts:

- The western half of the site is partially within the Nedern Brook Wetland SSSI
- A tree belt on Caldicot Links, former military, railway provides robust screening towards heritage assets and an attractive active travel route linking to surrounding communities.
- Existing PROW provides wider East-West opportunities for green connections towards Caldicot
- Site wraps around the edge of 2 areas of ancient woodland including Ballan Wood & Crown Hill Wood
- Woodland corridors separated to the east of Crick Road by open sweeping valley
- Hedgerow boundary to Crick Road is intermittent
- Landscape restoration and enhancement in the western portion could add to the town and communities green infrastructure.

Options Testing

Primary School Location:

Option 1

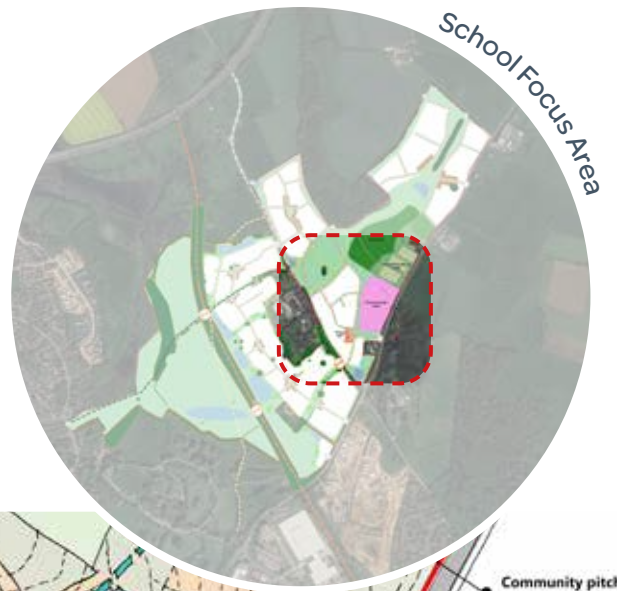


As part of the iterative design process a number of options were tested with regards to the school location and community facility arrangement within the eastern land parcel. These options were driven by the constraints assessment previously set out, considering the topography of the site in particular. Locating the primary school in the local centre will help create a focal point and generate activity for the community and commercial facilities.

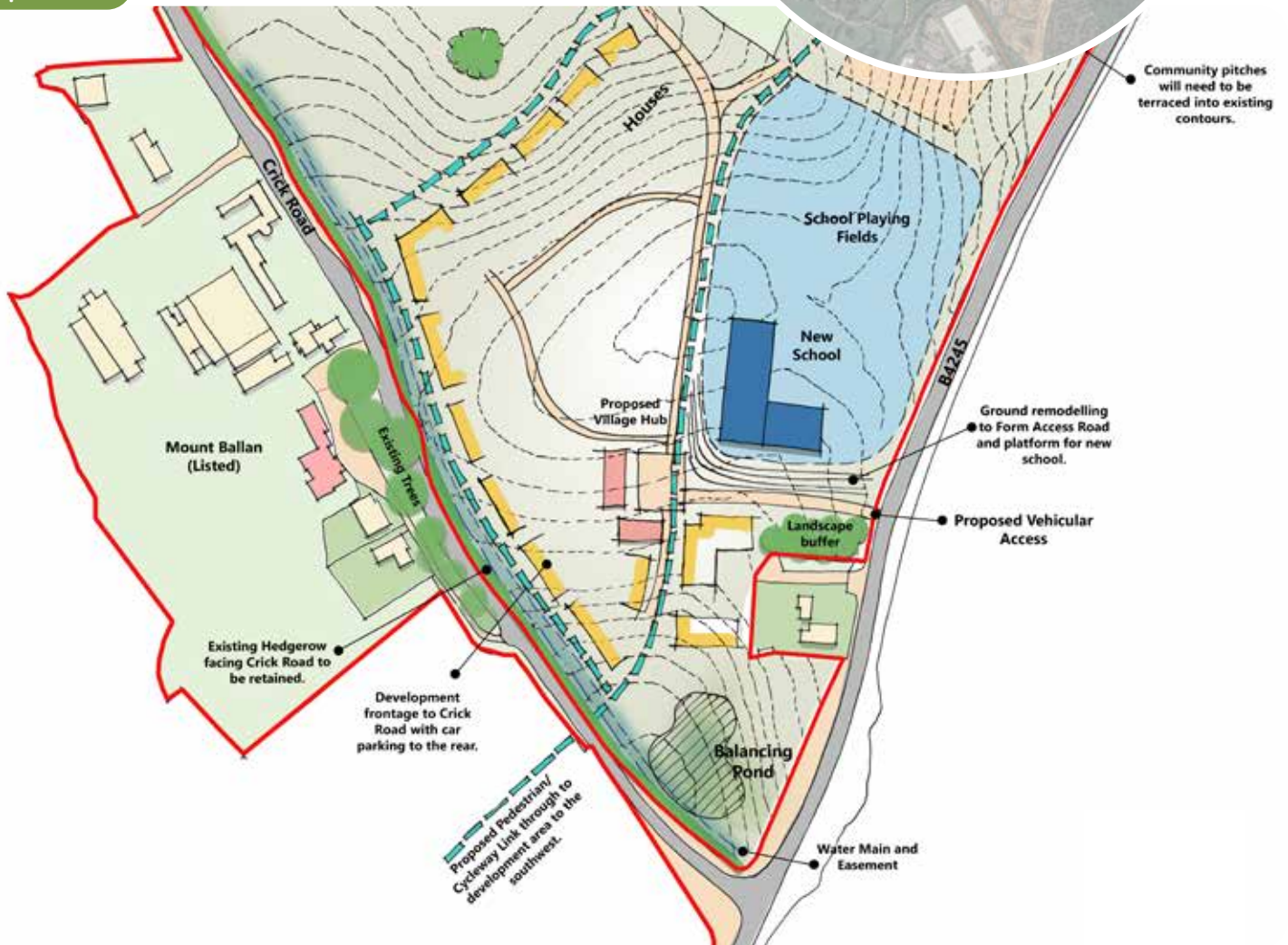
Option 1 - Key considerations

Locating the school along Crick Road would create a hub around the existing built form and listed buildings however would leave large sections of Crick Road unfronted, limit opportunities for pedestrian/cycle connections between parcels.

Crick Road - Locating the school along Crick Road would prevent aspirations for the Road to become more urban by limiting the extent of development frontage.



Option 2



Option 2 - Key considerations

Locating the school along the B4245 would allow Crick Road to be fronted by residential development, whilst creating a community hub along the primary access road. Placing the school away from the Crick Road junction will allow for ease of movement with direct pedestrian/ cycle connections between land parcels.

Uses - the village hub will be explored at detailed design stages but should include a mix of uses alongside opportunities for existing local residents.

Accessibility & Visibility - The school is located along the B4245 a key route into Caldicot, with the village hub acting as a 'vista stop' to the primary access point into the eastern parcel. Combined these uses will create a 'gateway' framing the entrance into the wider residential development.

Emerging Masterplan

Caldicot East represents sustainable growth for the town. It will be a vibrant new community imbued with quality design, sustainable connections, nature, greenery, health, and wellbeing. Anchored in a green network and the adjacent Ballen Moor and Caldicot Castle the wealth of open spaces will be a haven for wildlife and provide residents opportunities to connect with nature, recreation and enjoyment. Walking and cycling will be an easy choice with comfortable and direct active travel routes leading to through into the town centre and nearby communities.

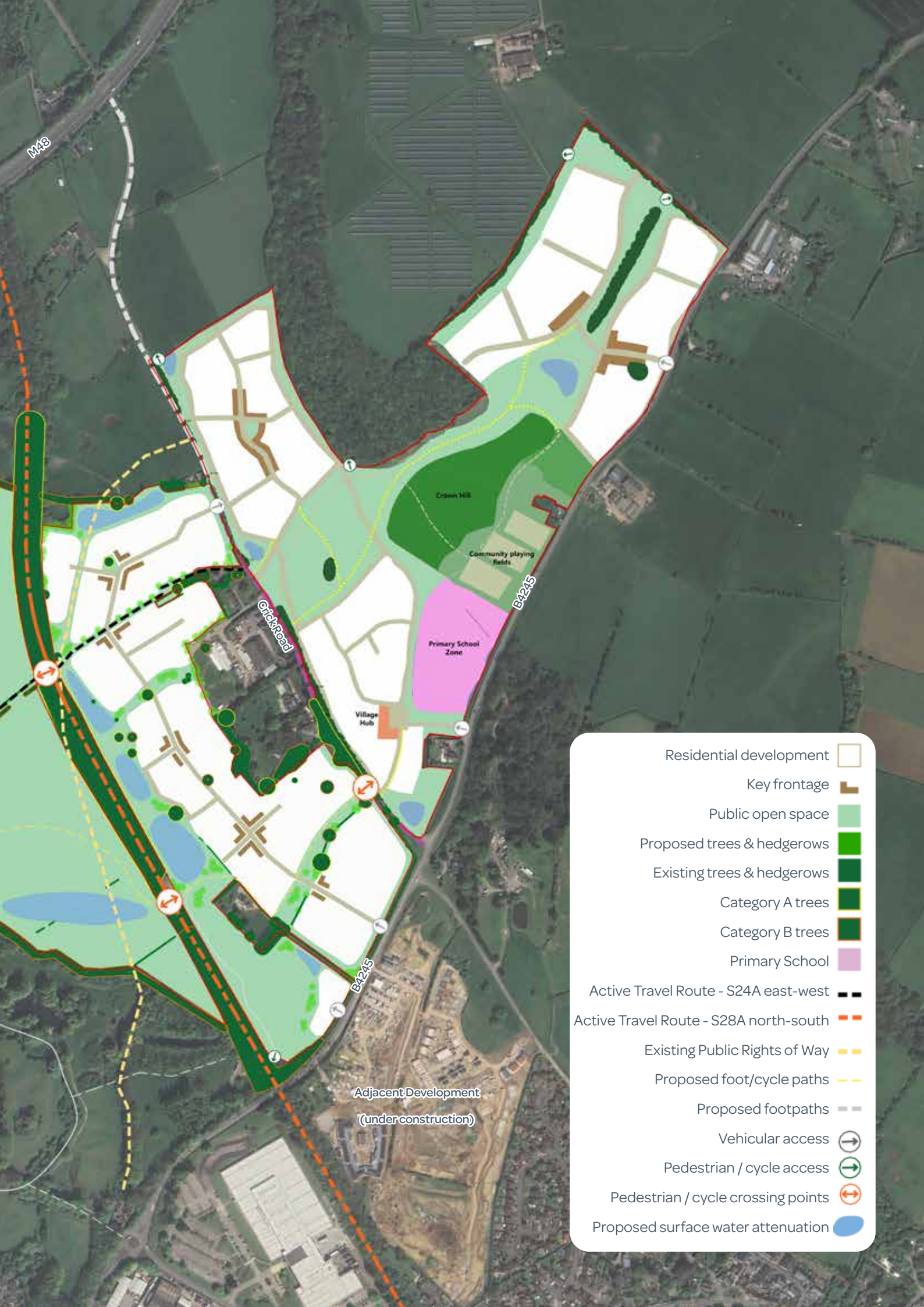
	Net Developable Area	Public Open Space	Site Area
Land West of Crick Road	11.36ha Residential	22.64ha (67%)	34ha
Land East of Crick Road	11ha Residential (including mixed use village hub) 2ha School	19ha (63%)	32ha
Total	24.36ha	41.64ha	66ha

Urban Design - Development blocks across the masterplan area are designed to be outward facing, meaning block structures have been set up to allow sufficient space to front both the streets and green edges, fostering a safe neighbourhood by providing active spaces and natural surveillance.

Integrated Open Space - A significant area of open space is retained to the west, this directly responds to the heritage and ecological sensitivities of the area however provides opportunity for high quality leisure routes and biodiversity enhancement. Landscape will be integrated throughout the development through meaningful green corridors, running east-west to connect existing green infrastructure for existing and future residents.

Density - Responding to context, density of development will vary - higher density occupies the core and mixed use spaces whilst lower density overlooking the green edges. This underpins character and identity of the community and variety creates a mix of dwelling types, sizes and tenures - with opportunities for family homes, starter homes for first time buyers and modest homes for downsizers.





Residential development

Key frontage

Public open space

Proposed trees & hedgerows

Existing trees & hedgerows

Category A trees

Category B trees

Primary School

Active Travel Route - S24A east-west

Active Travel Route - S28A north-south

Existing Public Rights of Way

Proposed foot/cycle paths

Proposed footpaths

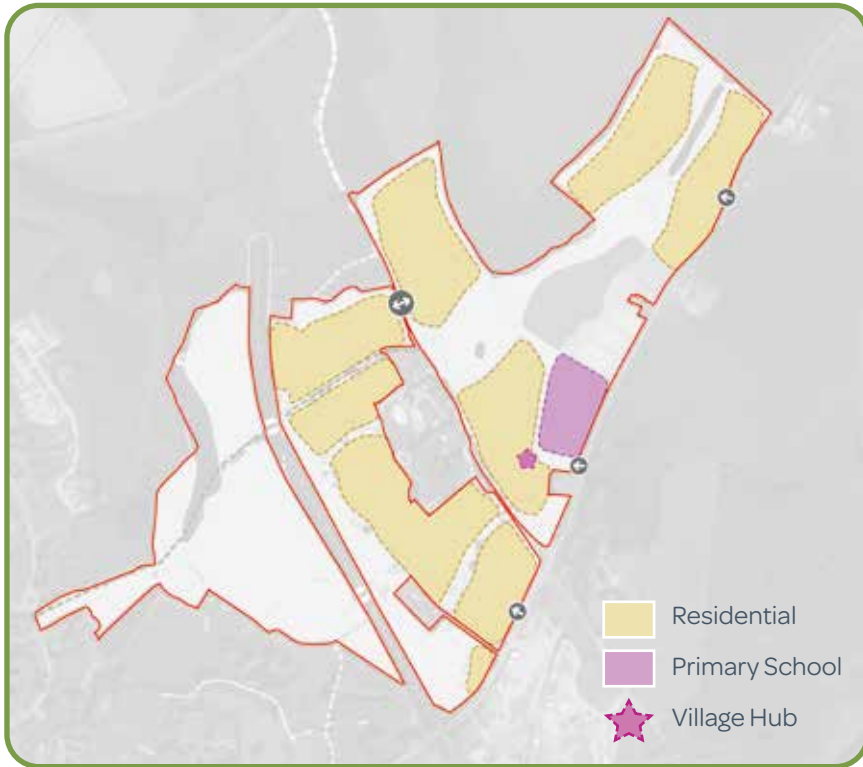
Vehicular access

Pedestrian / cycle access

Pedestrian / cycle crossing points

Proposed surface water attenuation

Site Strategies



Land Use:

- The masterplan will deliver predominantly residential development within a high-quality landscape setting
- A 2ha site providing a suitable area for a 2 Form Entry Primary School has been identified and will be adjacent to a small community facility/shop

A mix of residential, community, and commercial uses close to each other is essential to create a place with activity throughout the day and enable people to walk / cycle, rather than being reliant on traveling by car.



Vehicular Access:

- The Masterplan will include slow speed vehicular through routes across the south western parcels and a single access route into the northeastern parcel

A permeable street network will ensure connectivity for residents, designed to reflect a logical street hierarchy avoiding 'pods of development' but instead a comprehensive interconnected proposal.

- ← Vehicular Access
- Primary Road

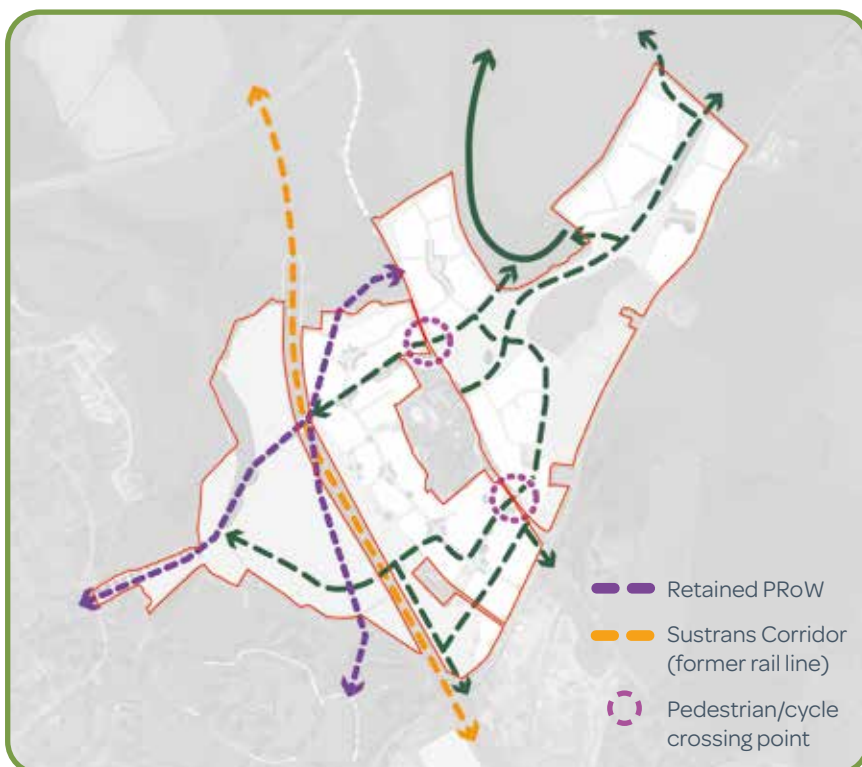


Bus Route:

- Crick Road could act as the bus corridor providing bus stops that would be within 400m radius of the majority of the proposed development

Bus services will be critical to ensure people are not dependent on being able to drive. The masterplan is flexible to accommodate a bus service which can be formalised at detail design stages.

- Potential Bus Stop Location
- 400m isochrone from bus stop



Active Travel:

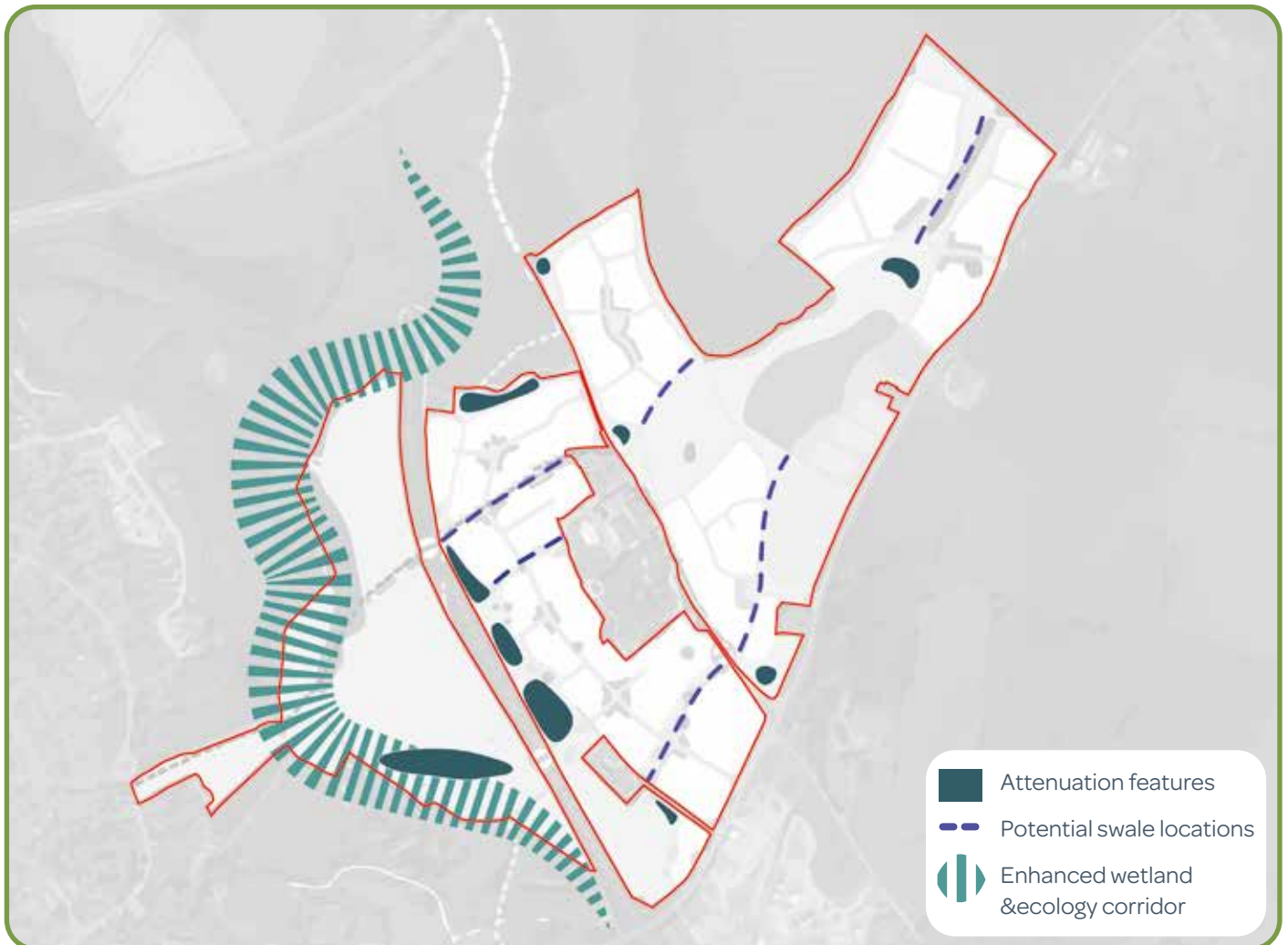
- The Masterplan will provide leisure & recreation opportunities by promoting active travel through high-quality sustainable connections.

Proposals will form connections with the former rail cycle route, this will be explored at detail design stages. The masterplan enhances existing east-west connections these will be designed as inclusive and accessible routes to the wider town facilities.

- Green Connections
- Green Loop (potential for wider circular walking route through existing woodland)

Site Strategies

Sustainable Urban Drainage:



An integrated sustainable drainage proposal will manage surface water and flood risk through sustainable methods across the development area.

This could include:

- Attenuation Basins
- Swales
- Rain Gardens
- Permeable Paving



Public Spaces - Community and recreation spaces will be co-located within the school and village hub offering a series of playing fields. Focal pocket parks will be integrated throughout the development which can incorporate equipped play spaces. There is opportunity for natural play and trim trails along the leisure routes through green corridors and wider public open space.

Play & Recreation:



Development proposals will provide varied and inclusive opportunities for play integrated within the landscape. This could include:

- Pocket Parks
- Equipped Play Areas
- Allotments & Community Growing
- Doorstop Play
- Education & Nature Trails
- Sports & Playing Fields
- Natural Play
- Trim Trails



Sustainability

Future development for Land to the East of Caldicot will foster climate resilient principles throughout its design.



Promoting
a Healthy
Community



Energy Efficient
Homes



Promoting
Sustainable
Movement



Integrated
Green & Blue
Infrastructure



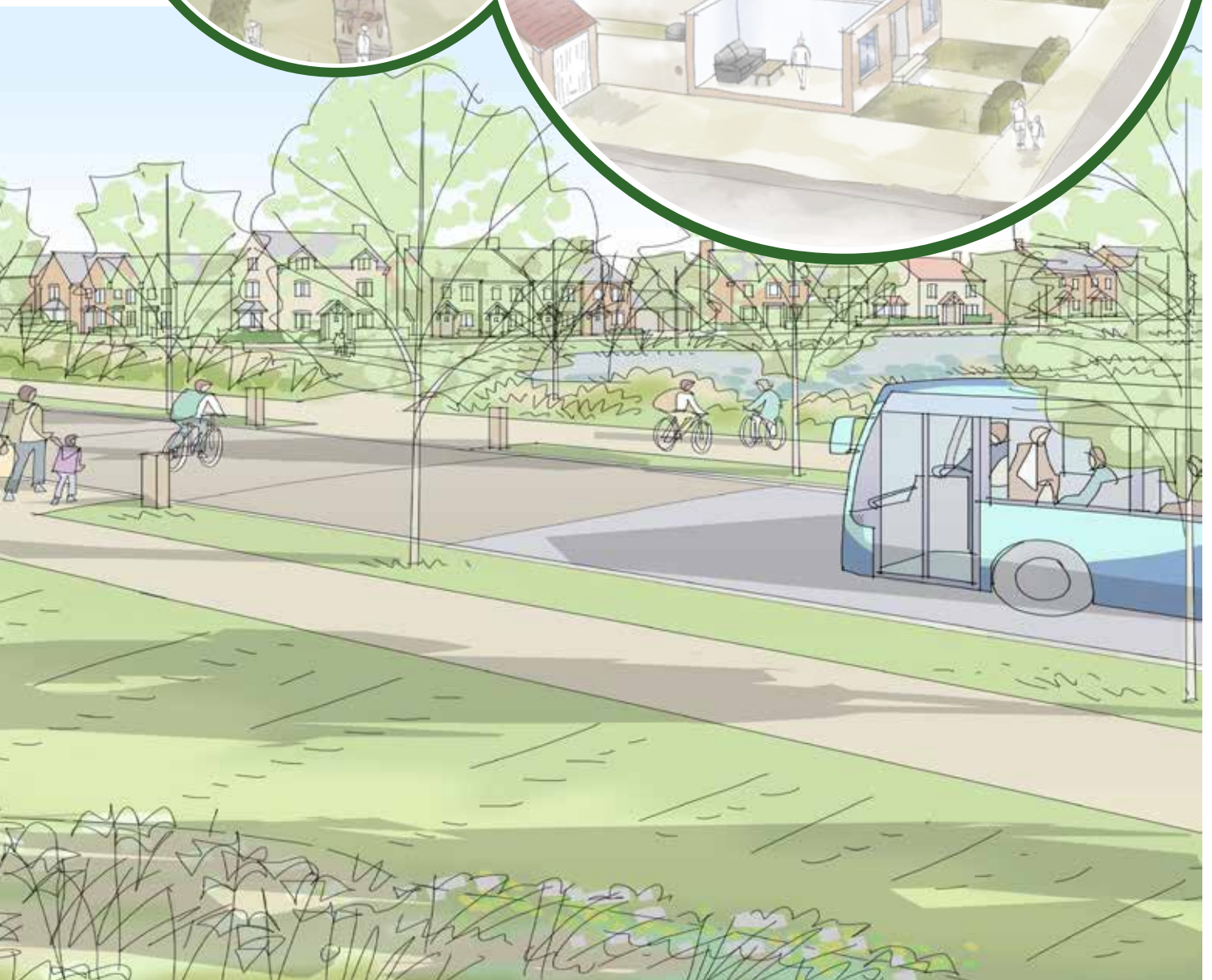
Resilient Communities

Ecology and Biodiversity



Sustainable Building Techniques

Integrated Green and Blue Infrastructure



Summary

This document has set out the emerging proposals for development at Land to the East of Caldicot. It has provided a comprehensive analysis of the context and site conditions which have informed the preparation of the concept masterplan. In doing so, demonstrating how this site provides a genuine opportunity to deliver a sustainable development which responds sensitively to its physical context and surrounding area.

Key Points:

- The strategic site is intended to create a satellite neighbourhood.
- The location of the proposed village hub and primary school will be designed to create a successful focal point for the community embedded in a high quality public realm with integrated play opportunities, alongside a mix of uses which respond directly to local need.
- Accessible and inclusive connections through the site and to the wider town are considered within the active travel strategy and will be designed in more detail at later stages.
- The development will be considered as part of a sustainable movement strategy with a bus route and stops formalised at later design stages.



- The scheme will utilise urban design and active frontages to create safe spaces which front both street and green edges.
- The urbanism of Crick Road will be maximised through development frontage and a defined movement strategy.
- An appropriate range of densities will be utilised to respond to character and location across the development, this will include core areas of higher density.
- High quality public open space will be integrated throughout the development.
- Proposals will respond to and incorporate heritage assets where possible.



Turley