

LAND EAST OF ABERGAVENNY, A465 PLACEMAKING BOOKLET

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MHA
Monmouthshire Housing
Tai Sir Fynwy



VISION FOR ABERGAVENNY EAST

Vision for Abergavenny East

Abergavenny is considered a 'Gateway To Wales',

Unlocking the Land East of Abergavenny offers to opportunity to create a sustainable, vibrant mixed use neighbourhood destination with a distinct sense of place and identity.

The overarching vision for the site is to create a sustainable and resilient community that will leave a legacy.

Strategically located alongside the rail station, the site will provide convenient access to walking, cycling, bus, park & ride opportunities, offering infinite live-work-travel possibilities.

Families, entrepreneurs, and communities will come together and enjoy the benefits of both urban and rural living and a real sense of community.

Strategically located at the foot of one of the seven hills- Ysgyryd Fach, the site will offer attractive views, access to natural/semi-natural settings and offering a range of recreational opportunities.

A network of community spaces, greenways and parks will provide beautiful, welcoming space for residents, visitors and commuters to meet, access facilities and spend time.

1 **Locally focused, culturally diverse**

Deliver a distinctive place of quality and variety, nestled below Ysgyrad Fach that encourages creativity, play and inspires.

2 **Sustainable living**

Provide a range and choice of high-quality, efficiently designed mixed-tenure homes that support affordable, age friendly, inclusive living

3 **Mixed, vibrant and diverse**

Incorporate a variety of mixed-uses and services that support artisan facilitating development and negate the need to travel far to meet daily needs.

4 **Respectful and resilient**

Promote environmentally sustainable design that retains, enhances and extends the diversity of landscapes and sensitively assimilate the development to the hillside.

5 **Sustainable travel behaviours**

Prioritise Strategic Transport Improvements that connect and enhance the strategic highway, public transport, walking and cycling network, changing travel behaviours.

6 **Connected and legible**

Define a hierarchy of streets, spaces and places that is attractive, legible, supports linked trips and reduces car dependency.

7 **Healthy lifestyles**

Promote active, healthy lifestyles creating opportunities to spend time in nature, engage in physical recreation, play, and grow healthy food.



SUMMARY OF THE PROPOSALS

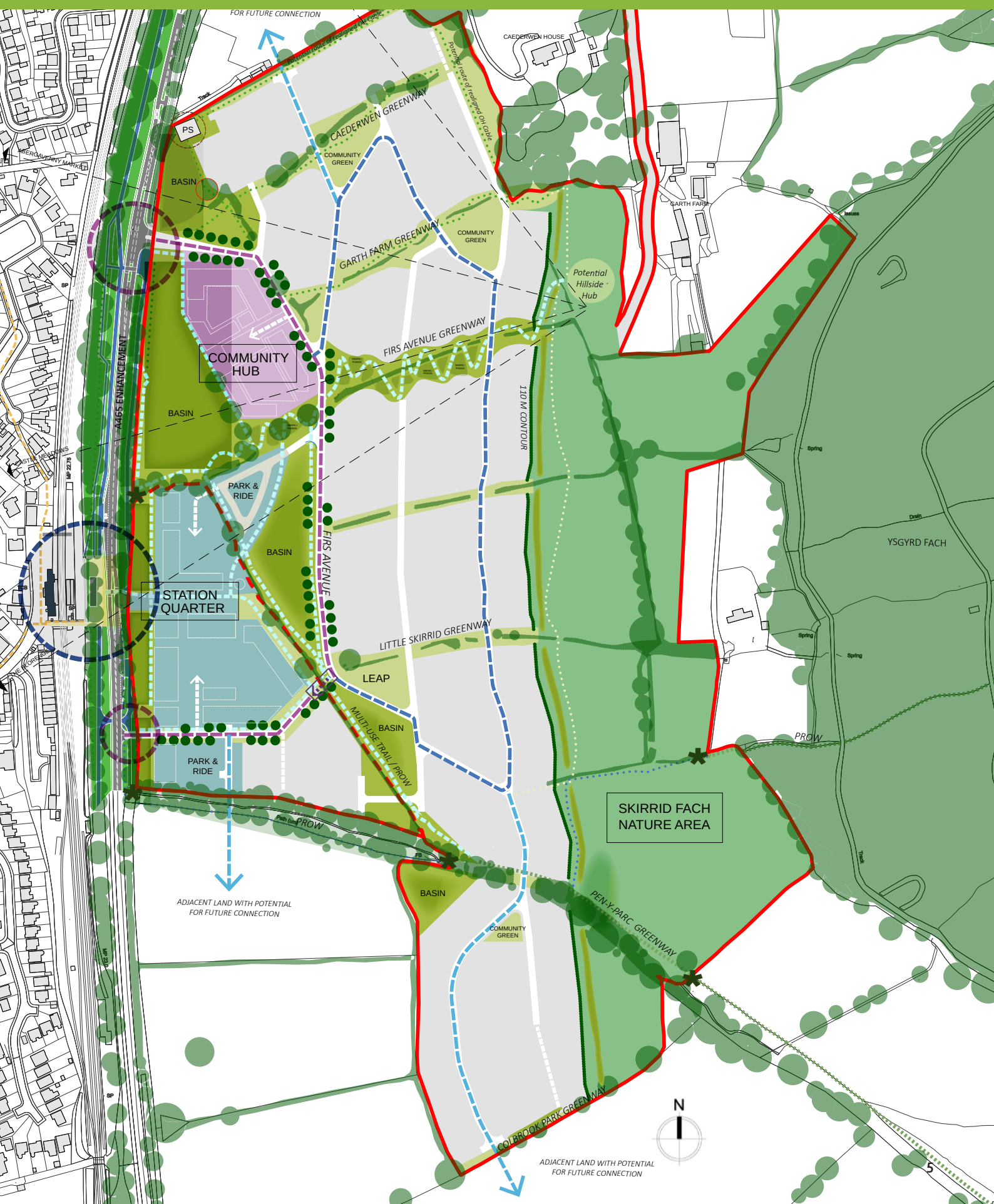
The Development

The proposed development of Land East of Abergavenny, A465 is for a comprehensive, sustainable, mixed-use development.

During the LPD plan period, and within the promoted red line area, the following can be incorporated:

- **500 homes**, comprising a diverse mix of affordable open market, intermediate and social rented homes. A range of densities will be accommodated across the development, sensitively reducing along the sites outer, upper edges.
- An **Arrival Gateway** aligned with the existing and improved vehicular access of the A465, providing the primary point of connection into and through the site for all modes of travel.
- A **Main Avenue** connecting the Arrival gateway and Local Centre with an accessible parkland zone of recreational routes, SUDS and play space.
- A new **Community Hub**, providing up to 0.5ha of mixed-use land, including small scale retail, commercial units, B1 office, community uses and residential on upper floors.
- A **Station Link**, a primary active travel route, fronted seamlessly connecting with a new public Interchange and Park & Ride.
- **Multifunctional Green Infrastructure** network designed to retain, enhance, and extend the existing green assets and biodiversity. Attractive greenway; open spaces; high-quality public realm; natural play areas; sustainable urban drainage features and habitat creation will create a unique setting for people and nature.
- Upper **Nature Recreation Areas**, nestled below Ysgyryd Fach and surrounded by new woodlands, offer stunning views across the Usk Valley. Designed with ecological sensitivity, these spaces provide opportunities for relaxation, walking, and connecting with nature, while also fostering community engagement and learning through activities such as nature workshops, guided walks, and educational programs. The design promotes biodiversity and sustainability, creating a harmonious blend of recreation and conservation.
- **Walking and cycling connections** (on and off-site) providing, residents visitors and commuters with a safe, attractive, and legible linkages between the development, Abergavenny Town Centre and the station. This would include the connections/improvements to the existing PROW network, and provision of a new foot and cycle bridge connection over the A465/railway corridor, aligned with the existing PROW network.
- A **Sustainable Placemaking** led approach that encourages healthy, sustainable lifestyles. Characterful, walkable neighbourhoods will be positively designed into the landscape and topography. A range of community facilities and linked by an attractive network of Greenways, open spaces and high-quality public realm.
- **Phosphate Solutions** that will enable development to proceed in accordance with planning policy.

SUMMARY OF THE PROPOSALS



1. INTRODUCTION

Overview

Hammond Architectural Limited (HAL) is appointed by Monmouthshire Housing Association (MHA) to provide masterplanning and design services in relation to the proposed residential development on Land East of Abergavenny, A465.

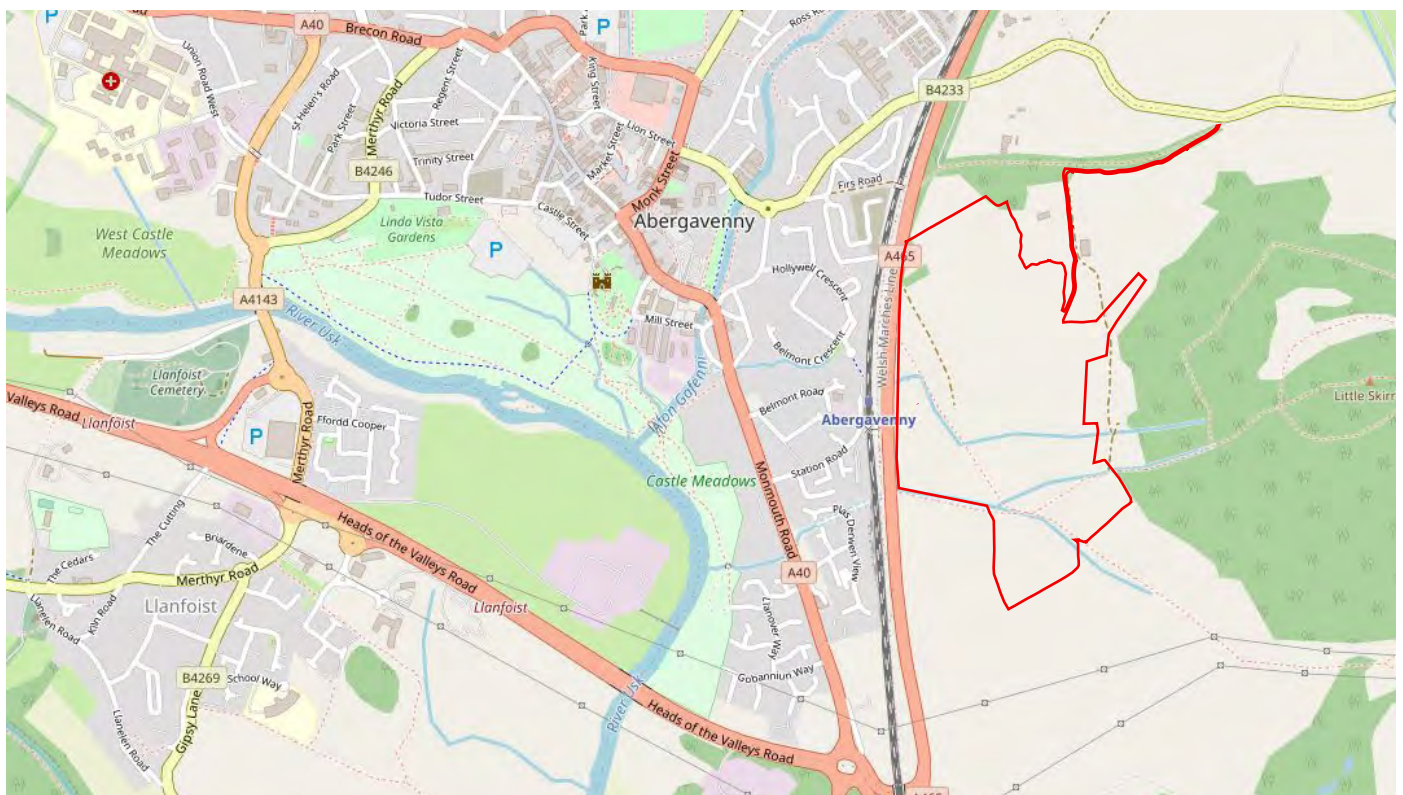
The location of the site in relation to Abergavenny is shown below.

The purpose of this Placemaking Booklet is to demonstrate how the emerging proposals follow and champion a multidisciplinary, design led approach that responds to the site and its context.

An Illustrative Masterplan and Development Framework is presented that will guide the future development of this strategic site.

Site Context Plan (© Open Street Map)

**refer to Site Location Plan for accurate red line boundary*



Structure

This Design Booklet provides an overview of the design rationale and structure for the proposed development, having regard to the site and its surroundings. It is structured as follows:

- Section two summarises the **Site Context**.
- Section three summarises the **Stakeholder Engagement** undertaken to date.
- Section four summarises the **Concept Development** stages.
- Section five illustrates **The Masterplan**
- Sections six to nine provide an overview of the key strategies for **Land Use; Movement & Access, Green Infrastructure and Drainage**.
- Sections 10 and 11 conclude with **Phasing and Delivery** and a **Summary**.

2. SITE AND CONTEXT

The Site

The Strategic Candidate site is located to the east of Abergavenny along the A465 carriageway.

The site consists of a number of open fields, predominantly pasture, separated by low cut hedgerow and well treed boundaries associated with watercourses.

The site occupies the western lower to mid slopes of Ysgyrd Fach (Little Skirrid) which at its summit is just over 270m partially covered by woodland and conifer plantation. The hill is known as one of the seven hills of Abergavenny.

Landform is sloping east to west, from approximately 150m AOD at its highest point to 70m AOD where it adjoins the highway.

There are two distinct well vegetated stream corridors which dissect the site east to west situated

north and south of the site, dividing the site into three parcels. The site also contains buildings/structures at Garth Farm and Roc House Farm.

MHA, in partnership with the landowners, are promoting this strategic piece of land to ensure the delivery of a cohesive, sustainable extension of Abergavenny.

This booklet focuses on the land being promoted for development by MHA, under the ownership of John Batt and Alfred Thomas. This land is denoted by a solid red line boundary measuring 30 hectares. See accompanying drawing Site Location Plan (drawing SLP-01).

The blue line area on the Site Location Plan denotes additional land which is subject to further discussions.



CONTEXT PLAN

Baseline wider study area



Former Colbrook House



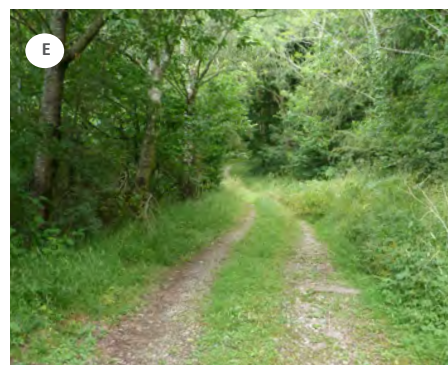
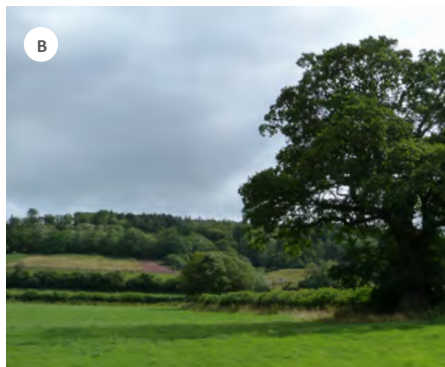
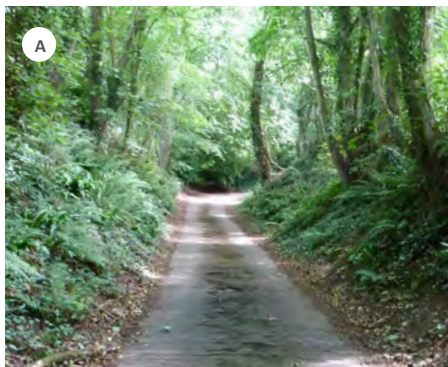
View looking east towards little Skirrid from Usk Bridge/Castle Meadow



View looking north east from Blorenge towards Abergavenny



SITE PHOTOGRAPHS



ANALYSING THE SITE

The early identification of site constraints and opportunities has informed the design process, helping capture the full value of the site and to create a layout that is sustainable, accessible, and deliverable. The key strengths, opportunities and weaknesses associated with the site and the proposed development are summarised below.

Strengths & Opportunities

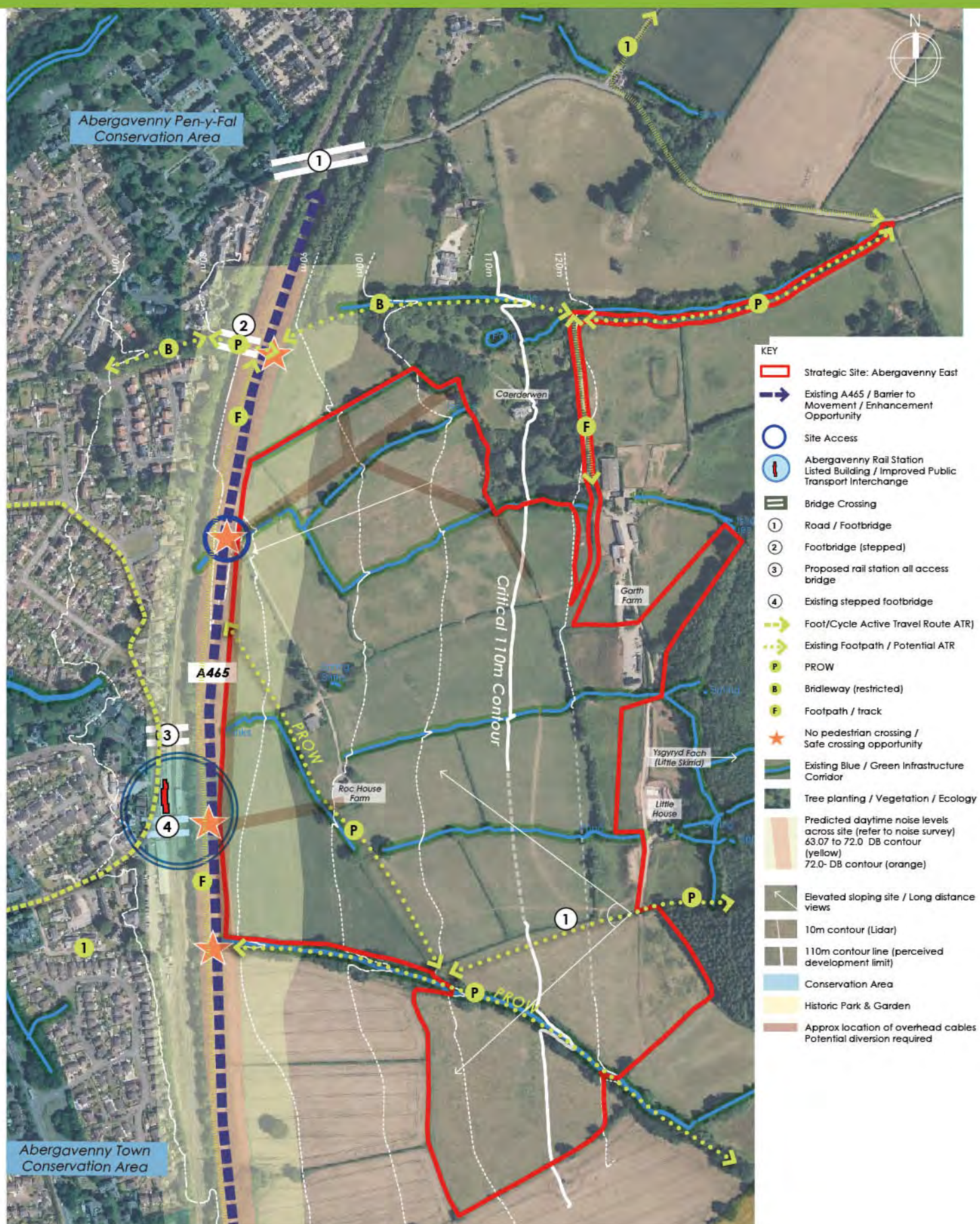
- Available Land - The land is available and could provide much needed affordable housing to help address the County's key issues of an ageing demographic and housing affordability.
- Location- Located to the east of Abergavenny, a vibrant market town, well served by existing social infrastructure and offering a wide range of tourism and recreational opportunities. The site's proximity and its relationship with the train station is a key advantage for inclusion.
- Ysgyryd Fach - The site is located at the foot of one of Abergavenny's seven hills- Ysgyryd Fach offering attractive views and access to natural/semi-natural open space.
- Suitable Access- The site has excellent connectivity by road via the A465 and a suitable point of access.
- Unique identity- Blend the 'old and new', providing new homes and employment set within the beautiful scenery of Ysgyryd Fach and Usk Valley.
- Sustainability, vibrant communities - The development will provide new homes, employment opportunities and community spaces contributing to the wider needs of the area.
- Sustainable transport hierarchy- Prioritise walking, cycling and public transport, offering residents and commuters improved sustainable travel choices that reduce car dependency.

- Abergavenny train station interchange- The strategic site can provide active travel linkages/ benefits to the station and accommodate a park and ride for visitors and commuters.
- Multifunctional Green Infrastructure- The natural/ semi-natural environment, watercourses and PROW network provides excellent opportunities to create an attractive, accessible place for people and nature to co-exist and flourish, incorporate SUDS and integrate play.
- Sustainable living- Create a more sustainable living environment, championing low carbon, life-time homes, supporting reductions in waste, and water and energy usage, as well as social cohesion.

Weaknesses

- Barriers to movement and travel- the existing rail line and A465 create a barrier physically separating the existing settlement of Abergavenny. Collaborative working and investment in infrastructure is required to connectivity.
- Landscape and GI sensitivity- LANDMAP value is outstanding for cultural landscape, and high for visual & sensory and geological landscape. A sensitive design approach and careful landscape mitigation is required.
- Noise- Potential noise from the railway station and A465 requiring mitigation.
- Phosphorus- New development must not adversely
- Ageing demographic and housing affordability - New development needs to respond to the changing structure of the wider population
- A Climate and Housing Emergency - Collaborative, working is required if Wales is to meet its bold de-carbonisation and home buildings targets.

SITE CONSTRAINTS & OPPORTUNITIES



3. STAKEHOLDER ENGAGEMENT

The following provides a summary of stakeholder engagement undertaken to date, outlining the collaborative efforts that have informed the development of the masterplan to date.

This engagement process has involved a wide range of stakeholders, ensuring that diverse perspectives and priorities have been considered.

The insights gathered have played a crucial role in shaping the vision, principles, and design proposals, creating a development that reflects local aspirations and addresses identified opportunities and challenges.

Monmouthshire County Council

Dialogue has been ongoing with MCC Officers over the course of three years in order to progress the site through the RLDP process. A number of meetings have been held with Officers in Policy Department and Development Management Officers in order to assess the site's acceptability, constraints and agreeing the level of supporting information required to progress the site.

Moreover, input and discussions have also been ongoing in order to inform the RLDP Allocation (recently published within the Deposit Plan, currently out for consultation until 16th December 2024) with a collaborative working process in order to agree on site uses and unit numbers. MCC Officers have confirmed that, through public engagement on the Deposit Plan (which included a site-specific drop-in session held on 14th November 2024), the public response to Land East of Abergavenny has so far been largely supportive.

A formal Pre-application Enquiry will be submitted early 2025 in order to gain formal feedback on the Masterplan and various technical elements.

Design Commission for Wales (DCFW) Consultation to Date

A session was held with the Design Review Commission for Wales on 16th August 2023 and again on 22nd February 2024 which facilitated discussions with Officers from Monmouthshire County Council and the DCfW Panel. It is anticipated that a further session with DCfW will take place as the site progresses through the LDP and to an Outline application.

The key points discussed during the sessions so far have been as follows:

- There is clear support for a number of the changes that are proposed at the station and A465 areas to improve connectivity;
- Connectivity – focusing on sustainability and promoting sustainable methods to existing schools and local facilities – possible bus route with multiple access points;
- Access- ensure that the Trunk Road is more pedestrian friendly – it has been discussed that the A465 is to be downgraded to reduce speed and increase at-grade crossings;
- Land use – potential for a school within the development boundary, and also opportunities for space for food growing as part of sustainability initiative;
- Landscape – ensuring that the site takes into account the levels changes and contours; and
- Drainage – a future strategy needs to make sure that this is managed throughout the site rather than in a few single areas.

Engagement with DCfW will continue as the Masterplan for the site progresses.

STAKEHOLDER ENGAGEMENT (CONT)

Stakeholder Engagement

MCC set up a series of meetings during May to September 2024 in order to discuss key travel and transport matters relating to the A465 and Abergavenny Railway Station with representatives from Network Rail, Transport for Wales and Welsh Government Trunk Road Agency.

As part of these discussions, three key objectives were discussed as to how the allocation (and future delivery) of this key strategic site could be facilitated:

- a. Re-purposing of the A465 – to help create a pedestrian friendly environment;
- b. Transformation of the A465- to create a community hub around the station;
- c. Improvement of pedestrian and cycle connectivity – to increase sustainable transport methods.

In terms of engagement and feedback, as part of this consultation, the following elements were discussed with Stakeholders:

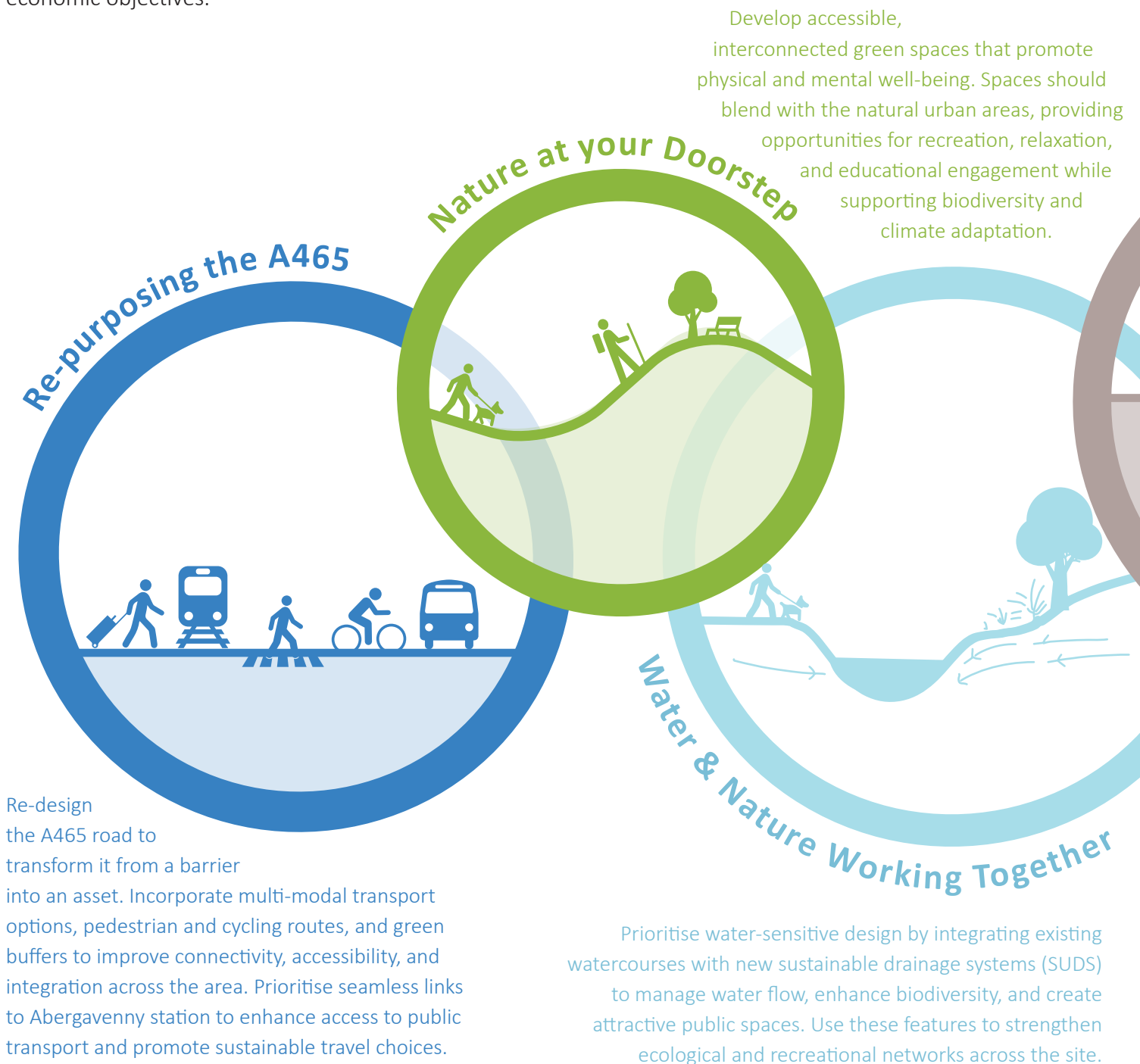
- How the A465 can be 're-purposed' through a speed reduction and a number of access points and pedestrian crossings through the creation of new crossings over the A465 to improve safety and accessibility for pedestrians;
- How a possible Park and Ride facility could be achieved, which could greatly help the safety of the existing Trunk Road, as well as providing a better solution to passengers looking for parking facilities near the station;
- The proposals evaluate how existing public rights of way could be upgraded and whether access across the A465 could also improve safety as well as increasing opportunities for people to walk and cycle in the area;

- Upgrading existing public rights of way to encourage safe walking and cycling;
- Planning for future Active Travel Route connections to Abergavenny Train Station for pedestrians and cyclists, further supporting sustainable travel options; and
- How enhancing the arrival at Abergavenny Train Station could be incorporated to support seamless, convenient travel.

Letters of support for the site and proposals in principle were secured from all parties on the basis of the above. These stakeholders will continue to be engaged as part of the pre-application process as well as the formal planning application. These will include : Network Rail, Transport For Wales, and the Trunk Road Agents (Welsh Government).

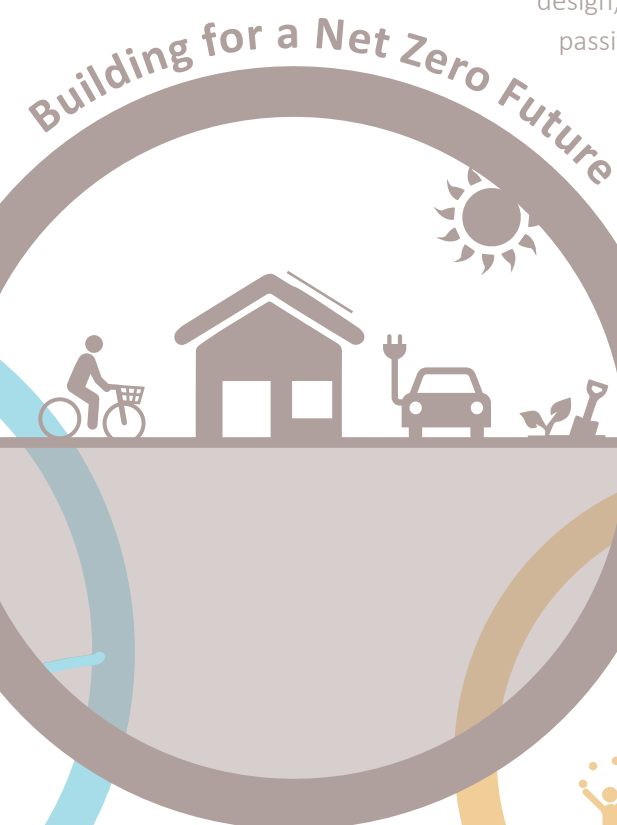
4. CONCEPT DEVELOPMENT

To create a cohesive and sustainable masterplan, several key structuring elements must be considered. These elements form the foundation for shaping the development and ensuring integration across infrastructure, ecology, community, and economic objectives.



KEY STRUCTURING ELEMENTS

Embed net-zero carbon strategies into the masterplan, including energy-efficient building design, renewable energy integration and passive design principles to reduce energy consumption and emissions.



Create spaces and facilities that nurture a strong sense of community and inclusion. Prioritise affordable housing, diverse amenities, and mixed-use spaces that enable social interaction, equity, and a sense of belonging.

Design flexible spaces to support local entrepreneurship, job creation, and economic innovation. Leverage transit-oriented development and strategic land use to enhance connectivity and economic resilience while accommodating emerging industries.

PLACEMAKING PRINCIPLES

Specifically, the development of this strategic site will promote the six DCFW Placemaking Charter principles as outlined below:

- **People and Community**

The proposals consider and prioritise the needs, aspirations, health, and well-being of all people from the outset. A supply of housing that meets the needs of the present and future generations is proposed, well served by local facilities, and will encourage healthy inclusive and sustainable lifestyles. Going forward the development will involve stakeholders and the local community in the development of proposals.

- **Location**

The flexible land use framework will allow the development to grow and develop in a way that uses land efficiently; supports and enhances existing places and is well connected. The location of the local centre, housing and other facilities are planned to help reduce the need to travel.

- **Movement**

The development is located adjacent to Abergavenny Station and promotes the enhancement of existing infrastructure and connections that will prioritise walking, cycling and public transport use and avoid dependence on private vehicles. Well designed and safe active travel routes are proposed that will encourage active, sustainable travel.

- **Mix of use**

The development incorporates a local centre and opportunities for community development, local business growth and access to jobs, services, and facilities, supporting a diverse community and vibrant public realm.

- **Public Realm**

The development creates well defined, safe, and welcoming streets and public spaces and find a balance between movement, access, and character of place. Landscaping will soften the appearance of the street and create sociable, active environments. The development will protect and enhance the natural environment and pro-actively manages surface water drainage.

- **Identity**

The vision for the site prioritises the importance of creating a positive, distinctive identity for the development that draws on the unique features and setting of the site. The ongoing design process will explore opportunities to incorporate heritage, culture, Welsh language, built and natural physical attributes in an engaging way. The development will incorporate a range of house and building types that have their own character but also complement and enhance the setting, helping to unify the development.

These principles have guided the creation of the masterplan framework, ensuring the delivery of an ambitious and integrated development that thoughtfully addresses the site's unique opportunities and constraints.

The existing features, constraints and placemaking principles have informed the design process leading to the production of a Masterplan Framework, which take these matters into consideration and provide a basis for how the site will be developed.

5. THE MASTERPLAN

The development of this strategic site will enable the delivery of up to 500 new homes within the Plan period, with 50% designated as affordable housing, alongside a neighbourhood centre providing mixed-use land, including B1 enterprise support. The site also has the capacity to accommodate additional dwellings beyond the Plan period.

The development will include highway infrastructure within the site, along with associated upgrades to the surrounding road network, designed to support environmentally responsible travel.

The plan prioritises strong, legible pedestrian and cycle connections both within the site and to key external locations, reducing reliance on car travel. Residents will benefit from a range of public parks, open spaces, and play areas.

Multifunctional green and blue infrastructure will promote biodiversity and sustainable water management, while a station link will enhance connectivity to the wider region, encouraging the use of public transportation.

Development Framework Masterplan

The Development Framework Masterplan, as presented on page 18, provides a comprehensive vision for the potential development of Land East of A465 Abergavenny. It serves as a foundational blueprint, guiding the approach to creating a cohesive, well-structured, and sustainable development that aligns with strategic goals and principles. This framework ensures that every aspect of the land's potential is maximised while maintaining harmony with its surroundings.

Illustrative Concept Masterplan

An Illustrative Concept Masterplan, shown to the right, offers a visual representation of how the development could take shape. While indicative, this graphic provides a glimpse into the possible

spatial organisation, key features, and overall character of the proposed development. It highlights opportunities for integration with the natural landscape, the arrangement of land uses, and potential design aesthetics.

Further Details

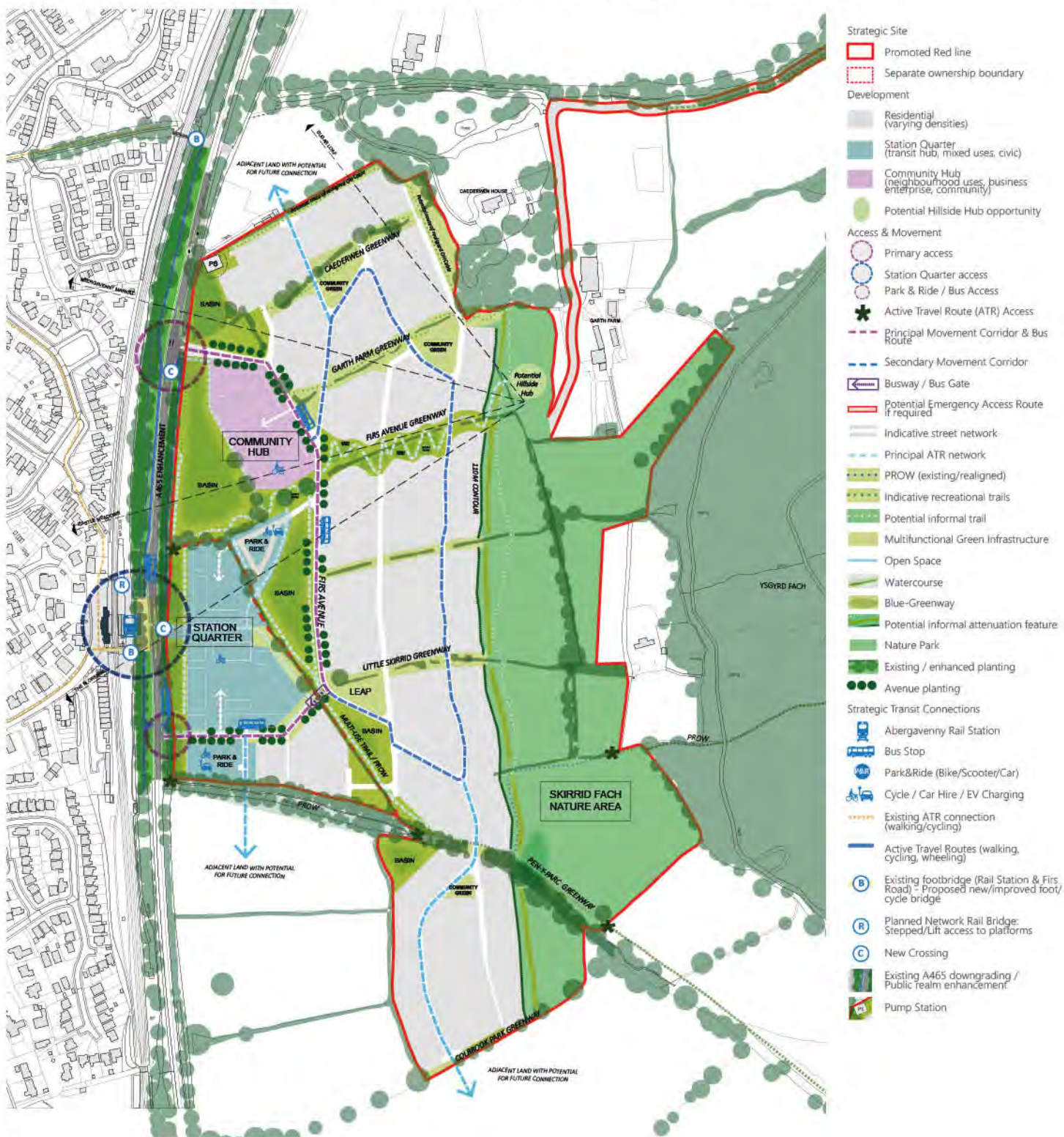
The remainder of this booklet draws down into the principles that underpin the proposed development, outlining the intended land uses, the envisioned character of the area, and the strategies that will shape its design.

Illustrative Concept Masterplan



DEVELOPMENT FRAMEWORK MASTERPLAN

Strategic Site Development Framework Masterplan (Drawing Ref: 2477_SS-DFM-01_Development Framework Mplan_A3_)



6 . LAND USE STRATEGY

Land Use Framework

The Land Use Framework on page 20 illustrates how Land East of A465 Abergavenny could be developed into a sustainable, mixed-use neighbourhood. The proposed development strategy, outlined below aims to create a vibrant, inclusive community.

A Mixed-Use Development

The masterplan promotes a sustainable mix of uses that complement the broader town offering. Within the designated area, the following key uses are proposed:

Residential

- Up to 500 homes within the LDP plan period, with 50% affordable housing. The mix will include open market, intermediate, and social rented housing, addressing diverse community needs.

Station Quarter

- Station Quarter will feature a range of amenities, including B1 uses (offices/light industry), and neighbourhood uses such as a local small scale retail space, a surgery and pharmacy, and a community hall. Additional uses may include a café, farm shop, and, given the station's proximity, a hotel, gym or wellness centre.

Transit orientated uses

- The development safeguards space for a Park & Ride facility, linked to the station with efficient access. This will support complementary uses such as a hotel, leisure facilities, bike hire/repair services, and small-scale retail and employment opportunities, promoting sustainable transportation.

Community Hub

- The Community Hub will offer flexible spaces to complement the Local Centre. It could include a café, niche retail spaces, multi-purpose community rooms, a crèche or day nursery, a convenience shop, hairdresser, takeaway, and spaces for small businesses, artisan units, and creative studios. Additional services could include bike servicing, landscape gardening, and business support, fostering local enterprise and community engagement.

Small-scale Community Uses:

- Across the development, mixed-use spaces will support live-work opportunities, niche businesses, artisan units, and social enterprises, with spill-out areas to encourage community interaction. Outdoor spaces will support play, gatherings, and events, including community gardens, mobile libraries, pop-up markets, cultural activities, and fitness space

LAND USE FRAMEWORK



RESIDENTIAL DEVELOPMENT

The development located within the red line area can deliver 500 homes during the period, including 50% affordable homes.

A diverse mix of affordable open market, intermediate and social rented homes will be provided to ensure the settlement remains balanced and meet the key issue of the RLDP to rebalance the ageing demographic, provide opportunities for younger demographics/ first time buyers and community and placemaking objectives.

Homes will be energy-efficient, built to Net Zero standards, and packed with features to cut carbon emissions and lower living costs. These include southerly facing roofs primed for solar PV, on-plot electric vehicle charging, superior insulation to reduce energy loss, and smart home tech to optimise efficiency. Generous landscaped gardens and planting will provide create opportunities for sustainable gardening and food growing.

Density

The Density Plan on page 22 illustrates how a range of densities can be accommodated across the development. Densities will range from 25 to 120 dwellings per hectare, sensitively reducing along the sites outer, upper edges and increasing around the Station Quarter, Community Hub and Main Avenue. Refer to Density Plan illustrating the density strategy.

Sensitivity

All homes will be strategically located below the critical 110m contour to minimise landscape visual impact and preserve the natural aesthetic of the surrounding area. This thoughtful placement ensures that developments harmonise with the existing topography, maintaining sight lines and reducing visibility from key vantage points. By integrating the homes into the landscape, this approach balances development with environmental stewardship and visual integrity.

High quality homes set designed to appropriate densities



DENSITY STRATEGY



STATION QUARTER

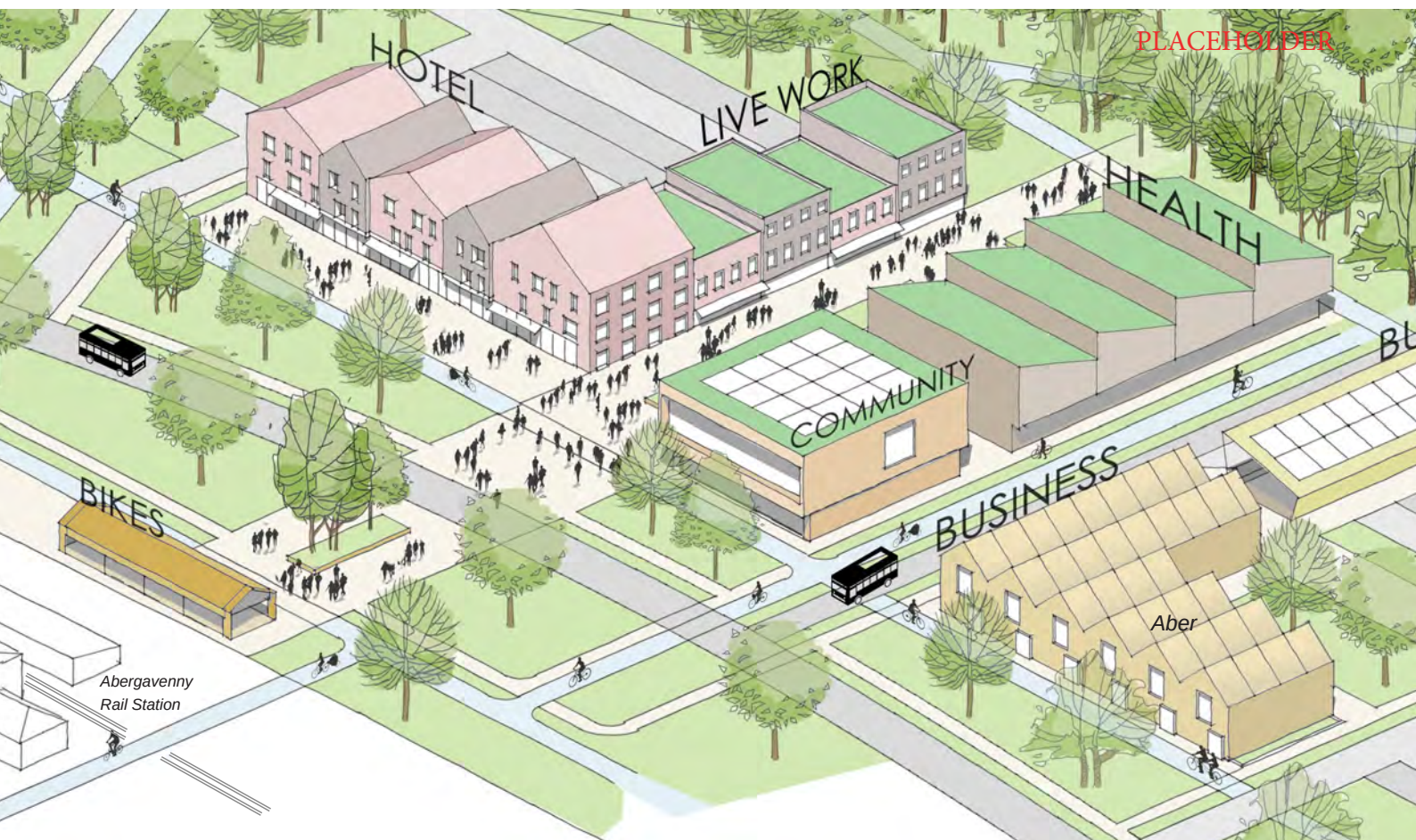
The Station Quarter is a transformative mixed-use district designed to redefine connectivity and community through sustainability and innovation. At its heart lies a vibrant pedestrian plaza, seamlessly linking the neighbourhood to Abergavenny Station via the re-purposed A465 Avenue, prioritising people and cyclists. This thoughtfully crafted space fosters walkability, encourages active transportation, and creates a safe and inviting environment for all.

The Station Quarter will feature a range of amenities, including B1 uses (offices and light industry), and neighbourhood facilities such as a small-scale retail space, a surgery and pharmacy, and a community hall. Additional uses may include a café, farm shop, and, given the station's proximity, a hotel, gym,

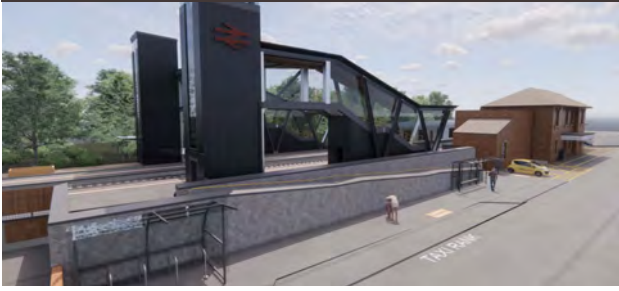
or wellness centre. This dynamic and adaptable blend of uses balances community vitality, business opportunities, and transit efficiency, providing a flexible framework for entrepreneurial ventures, collaborative workspaces, health-focused amenities, and modern residential living.

A Park-and-Ride facility will ensure seamless mobility, reducing car reliance and enhancing the area's accessibility. Sustainability is prioritised, with green infrastructure promoting biodiversity and energy-efficient buildings powered by renewable energy sources. The district is designed to support an inclusive, resilient community where residents, locals, and visitors can gather, connect, and thrive.

Indicative concept diagram showing vibrant, connected Station Quarter



A Proposed Network Rail Bridge Upgrade: Improving access with lift/stepped access to existing platforms.



B Building Opportunities: Enhancing accessibility for all with a new/improved public foot/cycle connection, extending around/linking existing listed bridge.



C Unlocking Potential: Leverage future catchment expansion, opportunity to create an enhanced Station Gateway and accommodate platform extension.



D Repurposing and revitalising A465: Enhancing the character, GI, and connectivity, reducing segregation, and prioritising safe and active travel.



E Introducing a New Multimodal Crossing at Key Desire Line: Prioritising high-quality public realm and GI to foster increased use and ensure safety.



F Inviting Crossings and Pathways: Encouraging the adoption of healthy, sustainable transportation choices for residents, visitors and commuters.



Early Indicative Concept Sketch



G Enhanced Bus and Cycling Infrastructure: Strengthening public transport and active travel.



H Mixed-Use Development: Connecting neighbourhoods and transit hub for enhanced community benefits.



i New Park & Ride Opportunity: Sustainable design connecting neighbourhoods and transit hub, supporting increased public transport ridership and reduced congestion.



J Multi-modal Travel Interchange Hub: Facilitating seamless travel with convenient cycle parking.



COMMUNITY HUB

The Masterplan concept introduces two distinctive, higher-density courtyard environments, each thoughtfully designed to serve complementary purposes while fostering community, connectivity, and a sense of belonging. These courtyards, integrated with the Station Gateway, are characterised by a local and residential feel, balancing vibrancy with privacy.

Community Courtyard

At the heart of the development lies the Community Courtyard, a dynamic hub for local life. Centred around a landscaped gathering space, it fosters social interaction, activities, and community engagement.

The central courtyard offers a vibrant environment with seating, greenery, and spaces for both formal and informal gatherings. It features flexible areas for events, pop-up markets, and seasonal celebrations, with spill-out zones from cafés or community rooms that enhance the indoor-outdoor experience.

Key amenities surrounding the courtyard include:

- A family-friendly café or niche retail space with outdoor seating.
- Multi-purpose community rooms for local events, workshops, and group activities.
- Co-working spaces equipped with meeting rooms and reliable internet to support remote workers and small businesses.
- The flexible building design allows for essential services, such as a crèche, to cater to working families. Pathways link the courtyard to nearby green spaces and trails, expanding its functionality and enhancing its role as a community anchor.

Neighbourhood Courtyard

Complementing the Community Courtyard is the more private Neighbourhood Courtyard, designed as a flexible, mixed-use environment that balances functionality with a residential focus. This space accommodates a variety of uses, creating an intimate yet dynamic setting for residents and select businesses.

The Neighbourhood Courtyard supports:

- Residential Living- town houses, maisonettes, and apartments border the courtyard, with balconies and terraces providing private outdoor spaces that overlook and connect to the communal areas. These homes form part of First Avenue and overlook the inner courtyard and southern landscapes.
- Mixed-Use Flexibility: Small-scale businesses, creative studios, or niche retail spaces are integrated into the courtyard, fostering a semi-private yet engaging atmosphere. A tranquil and enclosed design promotes relaxation and privacy, while landscaping and spill-out areas create opportunities for small gatherings or creative activities.

Linking the Courtyards

The courtyards are interconnected by a well-designed public realm. A vibrant 'exchange zone' blends the community-focused and private spaces. This zone offers flexible areas for workshops and small businesses, with spill-out spaces encouraging interaction.

Both courtyards link to a wider network of public pathways, ensuring easy access from the Station Gateway and connections to surrounding residential areas and green-spaces, promoting recreation and a stronger connection to nature.



An indicative concept diagram illustrating the Community Hub 'courtyards' as a vibrant focal point for local life. The courtyards foster strong links between indoor and outdoor areas, creating a welcoming and multifunctional environment that promotes a sense of belonging for residents and visitors alike.



NATURE RECREATION AREAS

A new Nature Area will be created at the foot of Ysgryd Fach, one of the seven hills of Abergavenny, designed to allow nature to flourish while providing controlled access for people to experience its beauty. This area will be managed to ensure ecological preservation while encouraging interaction with the environment.

A new trail, located along the developments edge could be incorporated, offering a destination for diverse user groups to meet, network. It will be accessible via existing and new recreational routes linking to the Community Hub and Station Gateway, enhancing connectivity.

The trail will provide opportunities for relaxation, walking, and connecting with nature, designed with ecological sensitivity. Supporting activities such as nature workshops, guided walks, and educational programs will foster community engagement and learning.

Within the greenways, flexible spaces or woodland pods could support groups like scouts or walking clubs, encouraging co-working, knowledge-sharing, and supporting artisan entrepreneurs and social enterprises.

At the upper levels of the area, stunning views across the Usk Valley may offer opportunities for a café, niche businesses, or even culinary training programs.

New woodland will connect and extend the existing hillside woodland and greenways, safeguarding nature while providing opportunities for outdoor learning experiences and enhancing the overall ecological and recreational value of the space.



7. MOVEMENT & ACCESS

Overview

The masterplan area is bounded by the A465 Trunk Road to the west, which presents a barrier between the site and the majority of facilities and services within Abergavenny. There are opportunities to create suitable vehicular access to the site and pedestrian, cycle and public transport access to/from the site.

It is acknowledged that, in accordance with PPW11, 'it is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles.'

'Llwybr Newydd: the Wales Transport Strategy 2021' is the new transport strategy for Wales that sets out the vision for how the transport system can help put us on a pathway to creating a more prosperous, green and equal society.

Llwybr Newydd sets a vision to provide an accessible, sustainable and efficient transport system.

Lime Transport has been commissioned by MHA to prepare an Transport Assessment in support of an Outline Application.

Connectivity

The TA report outlines the connectivity of the site in terms of walking, cycling and public transport. It also includes a description of the local highway network.

As outlined above, the Masterplan Area is located to the east of the A465. The development site is accessible by walking, cycling and public transport.

The Abergavenny East development is bounded by the A465 Trunk Road and the Marches Railway Line to the west, which represent a physical barrier between the site and the majority of facilities and services within Abergavenny. Traffic speeds along the A465 also impact on the ability to improve active travel between the site, the rail station and the rest of Abergavenny.

The Abergavenny East Development needs to be supported with an appropriate access strategy, which includes improvements to the pedestrian and cycle facilities surrounding the site, as well as, improvements to the existing public transport infrastructure and services.

The remainder of this section summarises the proposed access strategy.



SUSTAINABLE TRAVEL

Walking and Cycling

A pedestrian and cyclist focused environment will be created.

The pedestrian and cycle strategy, which is outlined in the figure right, links the masterplan area to existing amenities and facilities within Abergavenny, and maintains/ improves east-west connections across the masterplan area.

The key principles of the pedestrian and cycle strategy for the masterplan area are outlined below:

- Creation of a strategic cycleway/footway alongside the A465, linking the B4233 (to the north) with the A40/A4042 (to the south);
- Creation of a Station interchange across the A465;
- Maintain and improve existing public rights of way across the site to increase usability throughout the year;
- Facilitate a new footbridge across the A465 to link to the existing footbridge across the railway at Firs Avenue;
- Create a number of access points to the masterplan area, to increase permeability and connectivity.

Public Transport

Promoting the accessibility of the site to public transport users and to the wide range of amenities available locally will reduce the need for residents to travel by private car to access everyday services and facilitate sustainable travel mode choices such as active travel (walking and cycling) or the use of public transport.

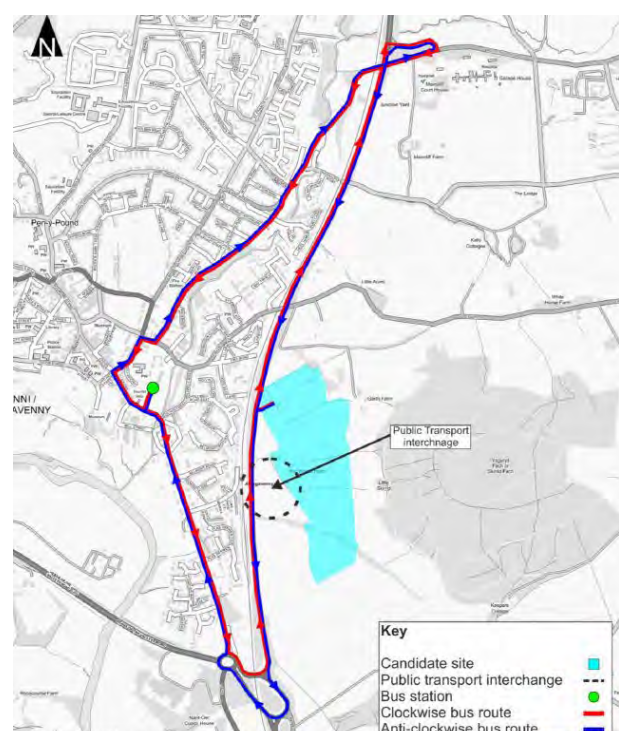
As well as the creation of a Station Interchange, which includes the provision of a footbridge across the A465 and a Rail Park & Ride site (which is being promoted by WG/Transport for Wales), the public transport strategy includes the creation of a new local circular bus service that runs through the site.

It is anticipated that the new service will provide a fast, frequent service between the site, the railway station, bus station and town centre.

The emerging public transport strategy is outlined as illustrated in the figure below and on the Street Hierarchy Plan on page 31.

Further opportunities to promote sustainable travel behaviours will extend across the site. For example the promotion of electric 'green' bus stops planted with a meadow roof could support biodiversity and capturing dust to improve air quality.

Emerging Public Transport Strategy (Lime Transport)



ACCESSING THE SITE

Vehicle Access

In order to access the proposed candidate site and the wider masterplan area, it is proposed to upgrade the existing access onto the A465 to Roc House Farm. The new junction has been designed in accordance with the Design Manual for Roads and Bridges CD123- Geometric design of at-grade priority and signal-controlled junctions, and CD109- Highway link design, and includes:

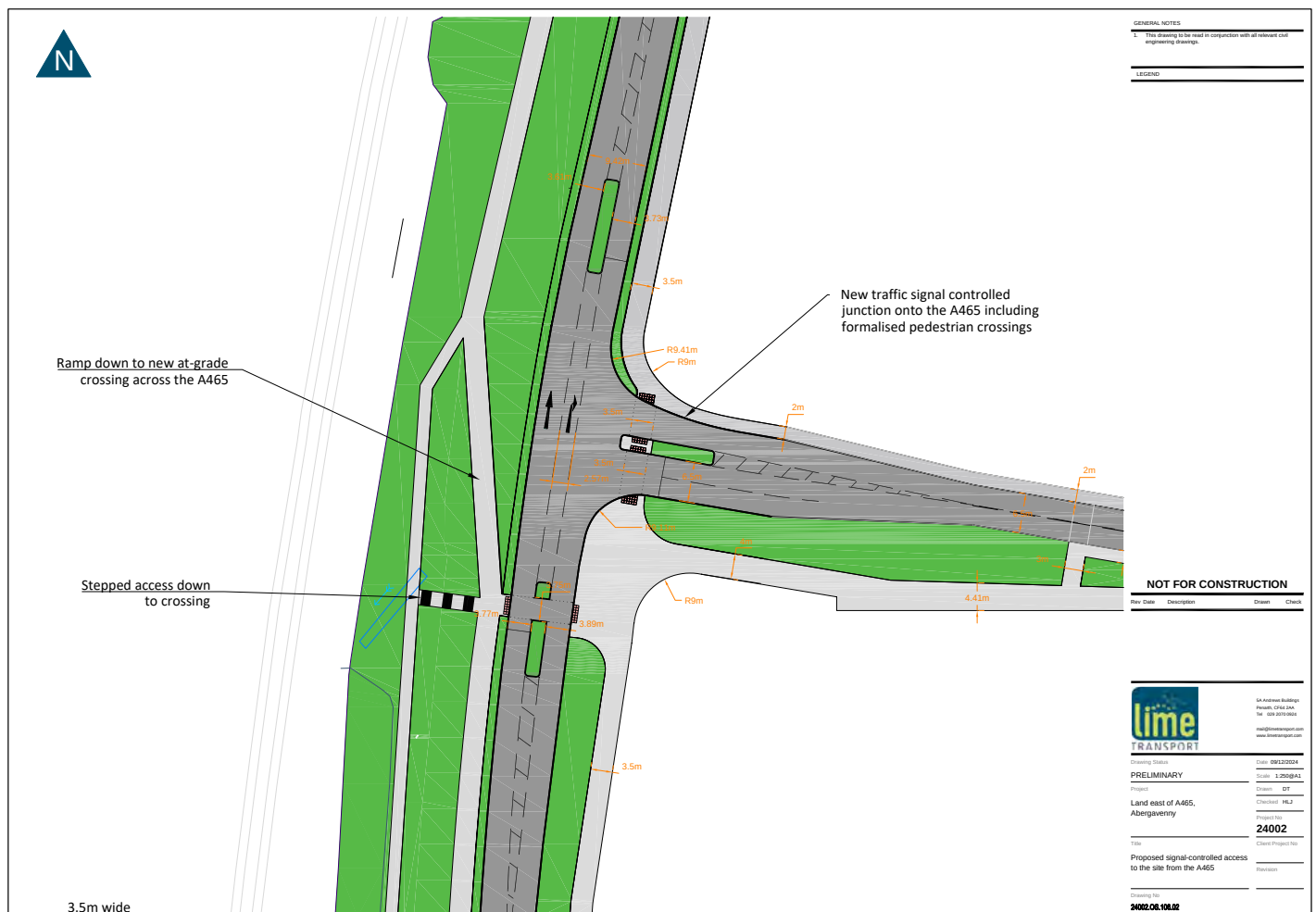
- A ghost-island right turn lane;
- 4.5m by 215m visibility splays in both directions along the A465; and,

- Compound junction radii to accommodate the swept-path of all vehicles likely to access the site.

It should be noted that in order to accommodate the upgraded junction, the existing parking lay-by on the western side of the A465 will need to be closed/relocated. It is anticipated that these parking spaces could be accommodated within the overall masterplan area/candidate site.

The required visibility splays at the proposed upgraded access to the candidate site and wider masterplan area are shown in Appendix A of the Access Strategy.

Proposed access drawing (refer to Access Strategy, Lime Transport)



STREET HIERARCHY

The proposed street hierarchy plan creates a legible, connected layout prioritising pedestrians, cyclists, and sustainable transport, while ensuring efficient vehicle access where necessary. The hierarchy is illustrated right. In line with Manual for Streets principles, the design reduces the impact of vehicles, prioritising active transport modes.

The streets will be direct, safe, and well-connected, with varied street widths, surface materials, and landscaping strategies to create a sustainable, cohesive urban environment. The character and identity of each street will vary, incorporating a mix of street widths, surface materials, and landscape planting strategies that contribute to a diverse, cohesive, and sustainable urban environment.

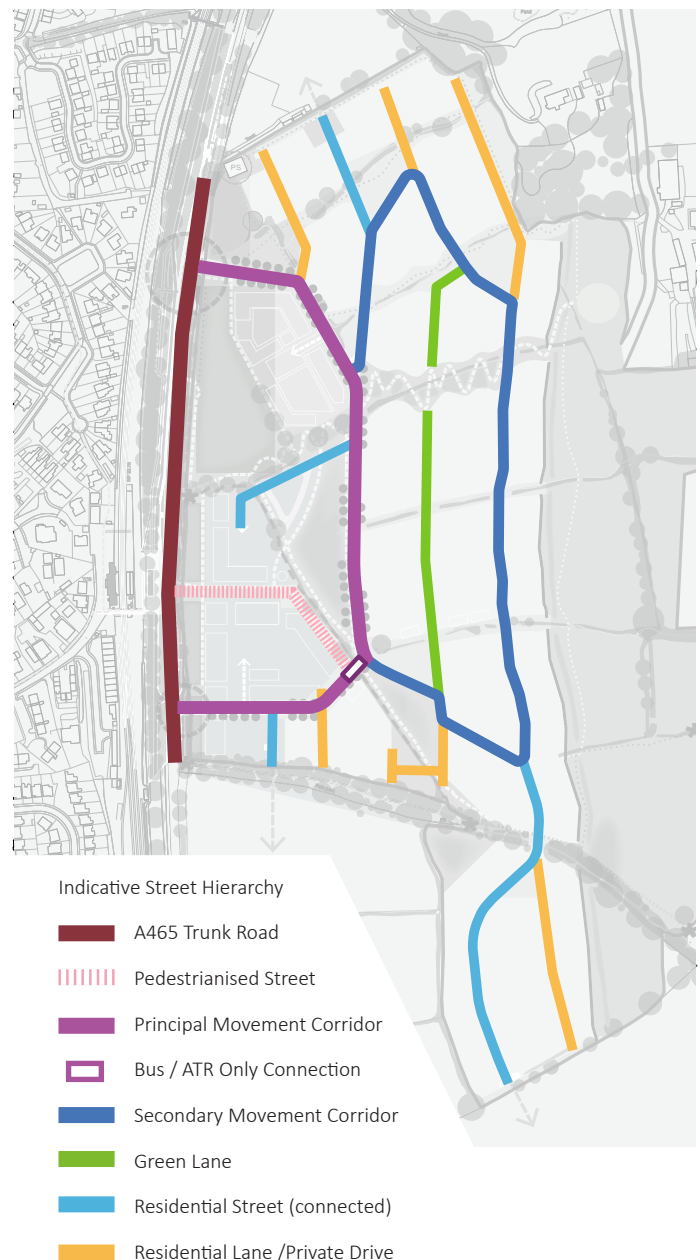
Pedestrianised Street

The pedestrianised street will connect the station to community spaces, offering a seamless, car-free route for local movement. With wide walkways, seating, and green spaces, this area will promote social interaction and connect the development with public transport hubs. It will act as a vibrant and safe route for residents, commuters, and visitors, encouraging non-motorised travel.

Principal Movement Corridor – ‘Firs Avenue’

This tree-lined avenue will serve as the main axis of the development, functioning as both a bus route and a key corridor for pedestrians and cyclists. The route will integrate public transport with surrounding neighbourhoods, community hubs, and the Station Quarter, creating a high-quality, accessible route.

Street Hierarchy



STREET HIERARCHY

The design will feature bioretention verges, avenue planting, and shared walking and cycle routes along both sides.

Bus / ATR-Only Connection

The bus and alternative transport-only route will provide an efficient link between the neighbourhood and Station Gateway, reducing vehicle congestion and enhancing sustainable travel. This route will support public transport while maintaining the pedestrian-friendly character of surrounding areas.

Secondary Movement Corridor

The secondary corridor will create a connected loop, facilitating smooth movement between neighbourhoods and key amenities. Designed to accommodate vehicles and non-motorised transport, it will balance traffic flow with a pedestrian-friendly atmosphere. The design will feature bioretention verges on one side, with shared walking and cycle routes.

Green Lane

The Green Lane will provide a peaceful, north-south route free from motor traffic, linking key green spaces. This pedestrian-only greenway will encourage walking and cycling, enhancing site connectivity and providing a serene space for recreation. The route will serve as a key element of the sustainable transport network, with varied street widths, surface treatments, and landscaping, including rain gardens to create a more informal character.

Residential Street (Connected)

Residential streets will connect to the broader movement network while offering a quieter, more private environment. Street widths, surface materials, and landscape strategies will vary to

create streets that are functional, aesthetic, and connected to the wider development.

Residential Lane

Residential lanes provide the most intimate and low-traffic environments within the street hierarchy. These lanes are narrower, with limited vehicular access, and are often designed with shared or informal surface treatments. Landscaping and streetscape features emphasising privacy and community while seamlessly integrating with the overall development.

STREET HIERARCHY PRINCIPLES

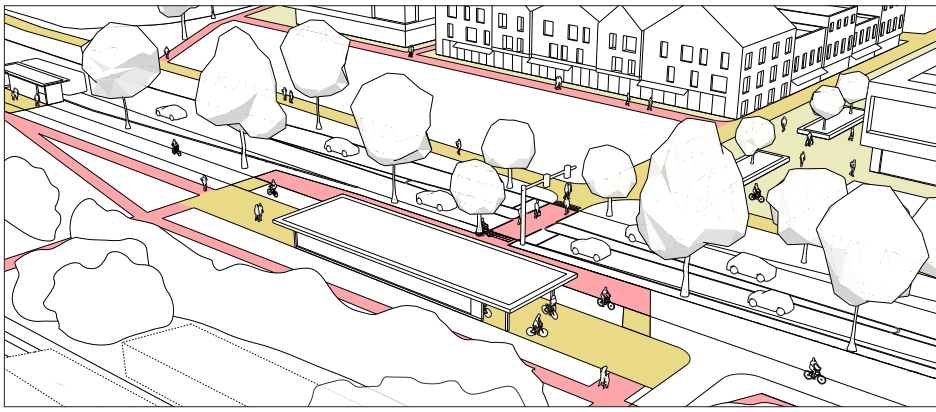


RE-PURPOSING OF THE A465 TRUNK ROAD

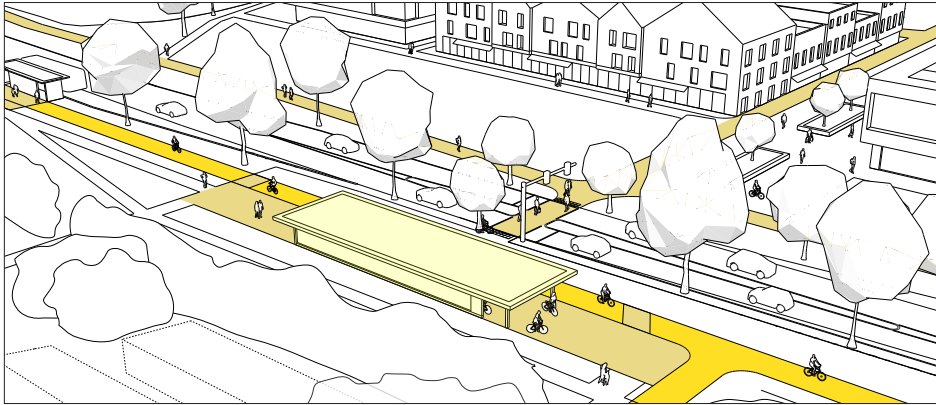
A key component of the access strategy is the re-purposing of the A465 Trunk Road. It is proposed to downgrade the A465 to 30MPH, transforming it into a pedestrian- and cyclist-friendly thoroughfare. This change will reduce vehicle reliance while improving accessibility for all transport modes. The corridor will prioritise walking and cycling with wide pathways, cycle lanes, and green infrastructure. Dedicated bus and cycle lanes will ensure efficient public transport. Vehicular access will be carefully managed to minimise traffic impact, supporting sustainable goals while still providing necessary access. This transformation will make the A465 Corridor an environmentally-conscious gateway into the development, improving both functionality and appeal.

Concept Image of the re-purposed A465 corridor

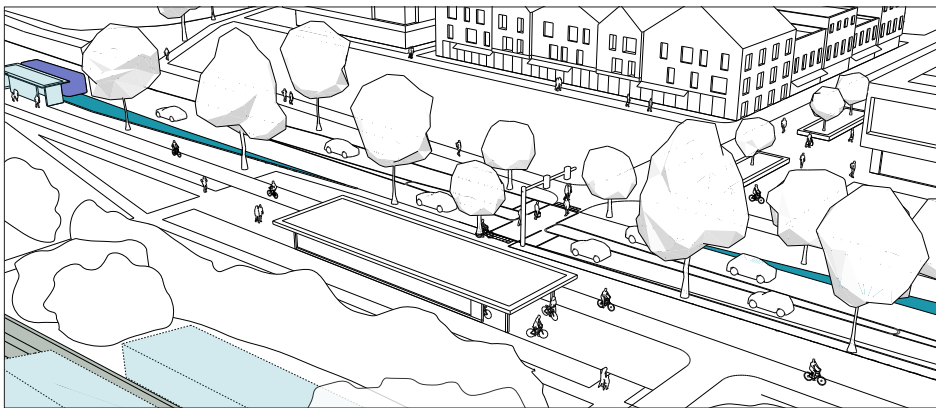




Walking



Cycling & Scooting



Public Transport



Vehicles



Green Infrastructure

8. GREEN INFRASTRUCTURE

The proposed Green Infrastructure (GI) Strategy for the site has been developed by MHD Design Ltd from landscape and visual studies identifying existing landscape features and key views of the site.

The strategy aims to protect the existing features and propose new landscape features for both visual mitigation and landscape enhancement.

The proposed strategy aims to increase species and habitat diversity, provide high quality recreation and sense of place for new residents, and locate open spaces to divide the site into smaller character areas for local distinctiveness.

The proposed GI strategy is illustrated visually below and on page 37.

The strategy covers the following main principles:

- Protect existing trees, hedges and watercourses/ditches
- Provide new native broad-leaf woodland to address climate change, help surface water run off and provide visual mitigation.
- Provide new areas of wild flower meadows and meadow margins across the site along verges, open space and woodland margins/glades.
- Provide areas for small scale food production such as allotments or community orchards.
- Provide sufficient formal green verges along the main Firs Avenue to allow for large native tree

Extract from MHP Green Infrastructure Concept Plan 24233.101



GREEN INFRASTRUCTURE STRATEGY

Extract from MHP Green Infrastructure Plan 24233.101





species to frame the new street scene linking to the formal central community green.

- Provide numerous green corridors (greenways) vertically through the site based on existing field hedges and spring lines. Proposed Greenways to become species diverse open space for informal recreation, wildlife corridors and tree planting to break the mass of the proposed built form. One large blue corridor (blueway) is proposed horizontally through the lower parts of the site to catch surface run off water and create wetland habitat linking the greenways.
- Creation of hop-over junctions at points where new roads dissect existing hedges.

Green Infrastructure Features

The individual green infrastructure features comprise the following:

1. **Coldbrook Park Greenway:** southern edge of site to be established with new informal native woodland boundary, extending the wooded corridor from the existing stream. Woodland to create informal, soft edge to development to help integrate development into the landscape and mitigate any intervisibility between site and the nearby Historic Park and Garden. Greenway to be unlit and kept as a dark zone corridor.
2. **South meadow:** Existing area of pasture to be left undisturbed and enhanced through maintenance/wildflower seed/plug plants to increase species diversity.
3. **Existing stream corridor:** deep stream corridor with established wooded setting providing important landscape and ecological links.
4. **Skirrid Fach Nature Area:** created at the foot of Ysgyryd Fach, designed to allow nature to flourish while providing controlled access for people to experience its beauty. This area will be managed to ensure ecological preservation while encouraging interaction with the environment.
5. **Little Skirrid Greenway:** creation of a new corridor of open space with footpaths, meadows, trees, existing hedges and ditches
6. **Firs avenue Greenway:** creation of a new wide corridor of open space with footpaths for informal recreation, meadows, swales, native hedges and trees. Greenway to become more informal and wider as it reaches the new wooded eastern edge of the site.
7. **Garth Farm Greenway:** creation of a new wide corridor of open space with footpaths for informal recreation, meadows, swales, native hedges and trees. Greenway to become more informal and wider as it reaches the new wooded eastern edge of the site.
8. **Caederwen Greenway:** creation of a new wide corridor of open space with footpaths for informal recreation, meadows, swales, native hedges and trees. Greenway to be informal and unlit retaining it as a dark zone corridor. Upper sections of greenway to be enclosed by native woodland to extent the eastern woodland into site to help break visual mass of development.
9. **Community Green:** creation on a central formal open space linking the greenways. New green to incorporate play space, focal features such as pond and specimen tree planting, outdoor community meeting space and seating.
10. **Suds features** - Blue corridors with attenuation basins connecting to existing stream
11. **Formal tree avenues:** linear green open space to be incorporated within main street to allow planting a large tree species such as lime/oak



creating a distinctive formal tree lined street linking all of the vertical greenways. Tree avenues to reflect character of tree lined lanes within Coldbrook Historic park and Garden to the south.

12. Crossings: Improved pedestrian crossings between site footpaths and those into Abergavenny towards riverside open space and paths. Paths are currently severed by the A465 with no safe crossing points to get between site and the railway crossings. Improved signage to promote new and existing access to Little Skirrid.

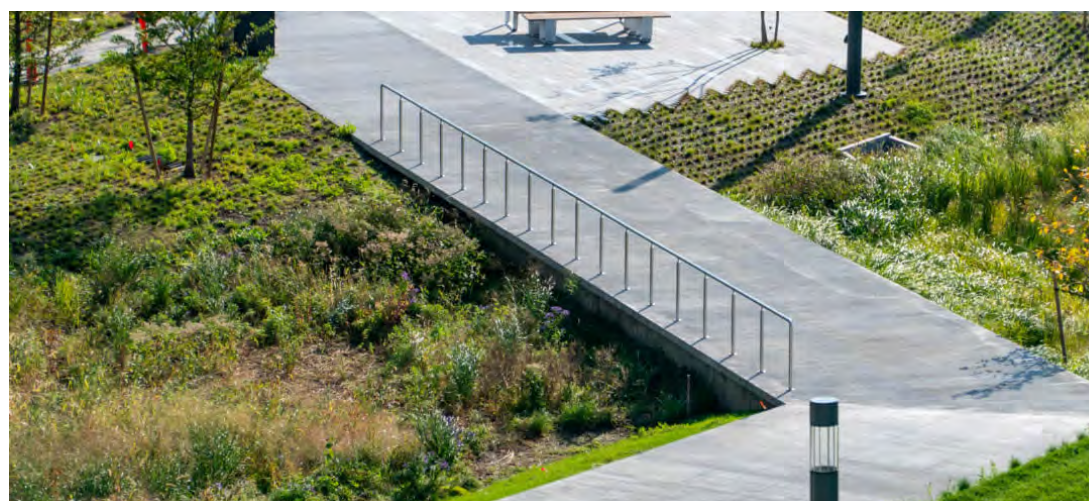
13. Play space: open space created for formal and informal play space.

14. Hop-overs: attention to landscape design at junctions between new roads and existing hedges within greenway corridors. Ecological hop-overs to be created using new tree planting to create joined canopies over roads to maintain

movement of wildlife such as dormice through vegetation. Attention to road design at hop-over junctions to reduce road widths and slow traffic allowing pedestrian priority moving along greenways.

Ecology

The illustrative masterplan would allow for retention and enhancement of the majority of hedgerows and woodland edge habitat as part of a GI network within and adjacent to the site. Site habitats have potential to support protected species. Refer to Preliminary Ecological Appraisal for further details.



9. DRAINAGE STRATEGY

Drainage

The development is located within Flood Zone A (At little or no risk) and is at Low Flood Risk from Rivers, Sea and Surface Water and Small Watercourses.

The proposed site levels will be following the existing topography as close and practical, resulting in falls to the West where the SW and FW systems will gravitate to a number of SW/FW outfalls.

Each property will have a dedicated Primary SW treatment and conveying system using a combination of Raised Planters, Bioretention and Permeable Paving.

Secondary treatment & conveying system will consist of a network of Swales with pipework connections capturing the road surface runoff and overflows from the primary systems connecting to the attenuation pond.

With the Tertiary Pond system, the final feature in a SuDS treatment train and offering storm water attenuation up to and including the 100year return period + 40% for climate change.

The final SW discharge connecting to the local stream will be via a flow control device restricting

the flow to the Qbar rate of 114.9 l/s mimicking greenfield runoff rates.

The SuDS features will present opportunity for planting, points of interest and habitat for wildlife softening the impact of the development and complimenting adjacent protected areas.

Soakaway testing to BRE 365 will be required to confirm infiltration will not be a viable strategic option on-site, reasonable assumptions have been made based on site Investigation Desktop studies which conclude at this stage low permeability based on soil types.

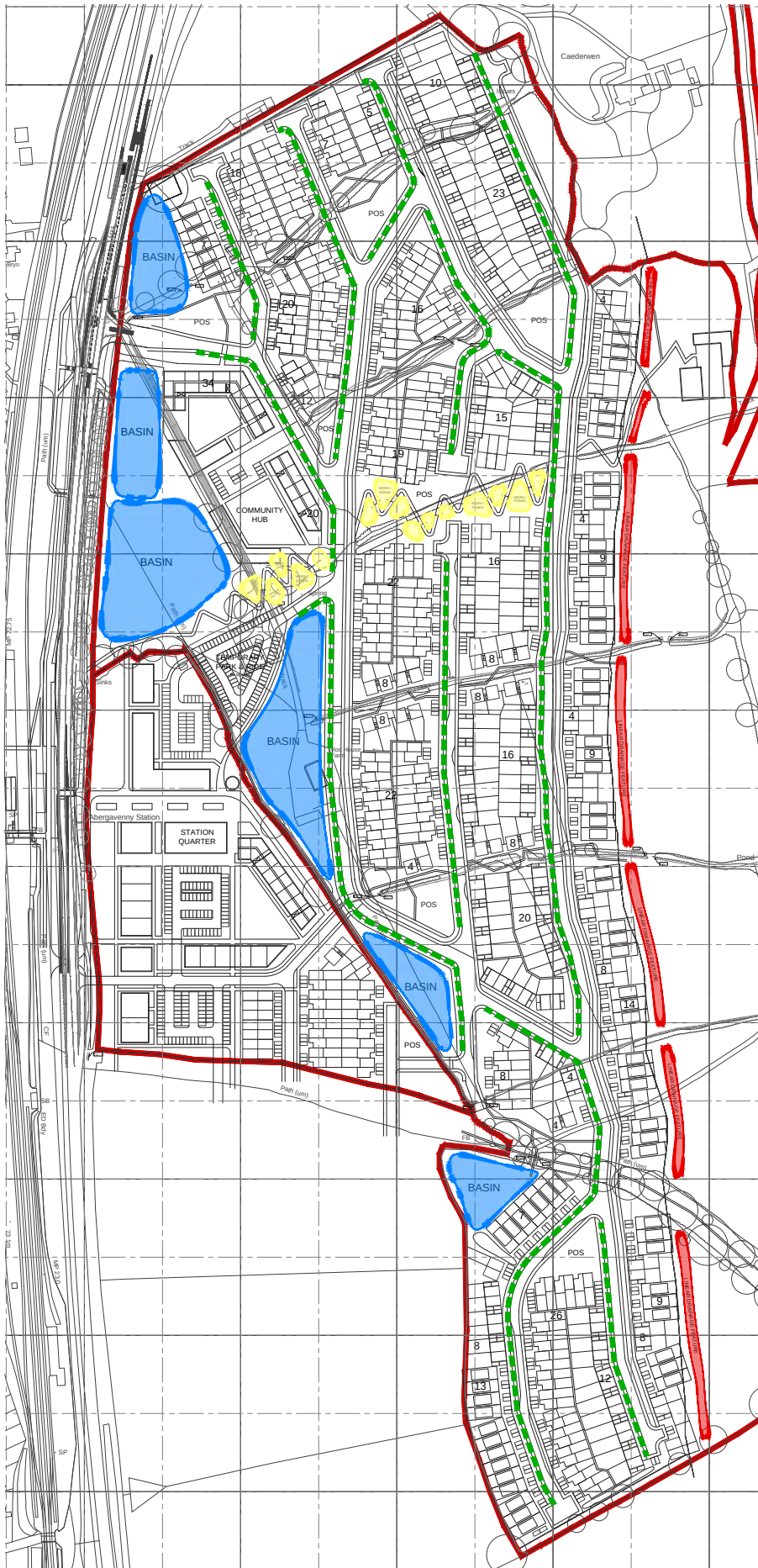
Foul water options provided within report shall be discussed in more detail with DC/WW following a HMA of the existing Network. Early discussions have found DCWW in favour to support the development proposals. DCWW have offered to write a 'letter of engagement' in support of the development scheme for the examination stage should the site be supported in the deposit plan.

A full topographical survey is required to support the initial level / drainage assessment using Lidar Data.



EMERGING DRAINAGE STRATEGY

Extract from Quad Consult Drainage Plan



SUDs LEGEND

- DETENTION BASIN - ATTENUATING SURFACE WATER FOR STORMS UP TO AND INCLUDING THE 100 YEAR EVENT WITH AN ALLOWANCE FOR CLIMATE CHANGE
- ROADSIDE SWALEs PROVIDING SURFACE WATER TREATMENT TO HIGHWAYS RUNOFF - DESIGNED TO INCORPORATE BAFFLES / BUNDS TO RETARD AND TREAT SW RUNOFF
- EARTHWORKS BUND / DITCH PROVIDING IMPORTANT FLOOD PROTECTION TO THE OVERALL DEVELOPMENT FROM OVERLAND FLOWS
- A SERIES OF SMALL PONDS AND WATER FEATURES CONVEYING SURFACE WATER AND PROVIDING A WETLAND HABITAT FOR FLORA AND FAUNA
- DEVELOPMENT BOUNDARY

GENERAL NOTES

1. This drawing is to be read in conjunction with and checked against all other drawings, engineering details, specifications and any structural, geotechnical or other specialist document provided.
2. Any discrepancies within all relevant drawings are to be reported to QuadConsult Ltd immediately.
3. All dimensions and levels are in metres, U.N.O..
4. Do not scale from this drawing - use figured dimensions only.
5. This drawing is schematic for clarity only, positions of pipe runs and manholes may vary on site due to site conditions.
6. Surface water drainage subject to S104 / SAB approval where appropriate with the relevant authority.
7. Foul Drainage subject to S104 approval with relevant water authority.
8. All private drainage to be installed in accordance with Part H of building regulations and the developers warranty provider.
9. The contractor is at risk if construction is progressed without relevant S104, S106, S278, S38, OWC etc agreement being in place with the relevant authorities.



10. PHASING & DELIVERY

Neighbourhood Development

The parcel under Option Agreement by Monmouthshire Housing Association (MHA), strategically positioned with direct access via the A465, will form the first phase of development within the proposed Local Development Plan (LDP) promotion site.

This phase will deliver a net zero development comprising 500 new homes, with 50% of these homes designated as affordable, creating a benchmark for sustainable and inclusive growth in the region.

In addition to delivering housing, the first phase will include a mix of neighbourhood uses to support a balanced and self-sustaining community. Ground-floor spaces will be designed to accommodate a variety of uses, such as a creche, community use building, or flexible working spaces, responding to evolving local needs. These adaptable facilities will foster opportunities for childcare, collaboration, and community engagement, creating spaces that support daily life and build social resilience.

High-quality open spaces and play areas will be integrated throughout the development, providing inclusive and accessible areas for recreation and well-being for all residents.

A new nature area will be established as a key feature of the initial phase, creating a green haven for biodiversity and community enjoyment.

This will be complemented by a network of recreational trails, providing residents with spaces for walking, jogging, cycling, and nature exploration. These green assets will enhance the site's environmental value, promote active lifestyles, and serve as a focal point for outdoor activities and social interactions.

Delivering key infrastructure improvements upfront will facilitate a shift toward sustainable modes of transport. Upgraded pathways, dedicated cycle lanes, and well-designed crossings will link the new community to the station, surrounding neighbourhoods and the town centre. These enhancements will not only connect the site physically but also foster social cohesion by integrating with the existing community, creating a functional and attractive gateway for residents, workers, and visitors.

Station Quarter

While subsequent phases will focus on delivering the remainder of the strategic site, there is flexibility to progress the Station Quarter phase in parallel.

The Station Quarter, will open up opportunities for mixed-use development. This area will leverage the station interchange's significance as a transportation hub to establish a vibrant, multi-functional district.

Transit-oriented development principles will guide this phase, with residential uses integrated alongside small scale community retail, commercial, and community amenities.

Public spaces and green infrastructure will provide inviting, shared environments, linking parcels and fostering a strong sense of place and unity across the development.

NEXT STEPS

Future Phases

Looking beyond the immediate strategic boundary, opportunities for wider expansion around the site could be identified for future plan periods.

These areas could accommodate additional residential neighbourhoods, employment zones, educational and community facilities, further solidifying the site's role as a sustainable, well-connected growth hub.

This phased approach ensures adaptability and allows the development to respond to evolving regional demands. Through careful planning and strategic expansion, the project will evolve into a thriving urban environment that balances growth with sustainability.

Delivery Mechanisms

A suite of delivery mechanisms will underpin the successful implementation of the plan, including:

- **Partnerships with Stakeholders:** Engaging with public authorities, transport operators, environmental groups, and local enterprises.

- **Funding Strategies:** Securing investments and exploring grant opportunities for affordable housing provision and sustainable infrastructure.
- **Community Engagement:** Collaborating with existing and future residents to refine the vision and ensure alignment with local needs.

Next Steps

The next steps will involve developing and submitting Outline Planning Application in collaboration with key stakeholders and the community through the planning process, ensuring the delivery of an innovative and sustainable mixed-use development.

This approach will refine and build upon the design principles set out in this booklet, help secure necessary permissions, and position the project to achieve its vision of a forward-thinking, integrated sustainable neighbourhood.



11. SUMMARY

This Placemaking Booklet outlines how the proposed development of Land East of Abergavenny, A465 adopts a design-led approach to deliver a vibrant, sustainable, and inclusive mixed-use neighbourhood. The vision integrates homes, local facilities, employment opportunities, and green infrastructure to create a balanced community that supports healthy lifestyles, social interaction, and economic growth. The proposal aligns with key placemaking goals and policy frameworks:

- **Planning Policy Wales Placemaking Themes**
Emphasising Strategic and Spatial Choices, Active and Social Spaces, Productive and Enterprising Places, and Distinctive and Natural Places to ensure a holistic approach to development.
- **National Sustainable Placemaking Outcomes**
Focusing on sustainable communities, economic growth, efficient use of resources, environmental protection, and creating accessible and healthy environments.
- **Future Wales 2040 placemaking principles**
Delivering a rich mix of uses, diverse housing types and tenures, walkable, dense neighbourhoods supporting public transport and local amenities, while integrating Green Infrastructure and creating permeable street networks.

- **The Well-being of Future Generations Goals**
Promoting a prosperous, resilient, and healthier Wales with equal, cohesive, and culturally vibrant communities responsive to global challenges.
- **TAN 12 objectives of good design**
Embedding principles of access, character, community safety, environmental sustainability, and movement to create places people value.
- **Placemaking Principles**
Upholding the core principles of the DCFW Placemaking Charter, with a people-centred, adaptable, and sustainable design.
- **Net zero design principles**
Including energy-efficient buildings, renewable energy generation, and sustainable drainage systems, this phase will demonstrate a commitment to reducing carbon emissions.
- **Affordable homes**
Delivering 50% affordable housing ensures equitable access to high-quality, sustainable homes, fostering a diverse and thriving community.

In summary, these elements collectively set the stage for a vibrant and interconnected new neighbourhood community that becomes a benchmark for sustainable and forward-thinking development.

