

RLDP Can Sites

CS0056 – 3.2 ha (90 homes?) – OBJECT -It falls within CSP001 which, even if not fully included in the plan, should include this site as part of a policy for a Green Wedge buffer between the built-up area and the National Park. Currently the urban boundary is well-defined by substantial hedgerows along Brecon Road and the woodland/orchard to the south-east. The site's western and southern boundaries are less effectively screened, and the site is exposed to view from the National Park, the boundary of which abuts the site's southern boundary. Potential for about 100 homes may give rise to an objection to access to the A40 trunk road. Agricultural value unknown, potentially grade 2.

CS0094 – 6.17 (120?) – OBJECT - Site is within CSP004, the proposed well-defined Green Wedge buffer between the built-up area and the National Park boundary. It lies at 125-150m asl, the highest part of the Wedge, with an average slope of about 1 in 10, and is particularly prominent in views from the east. The field has no mitigating green infrastructure that would help to absorb it into the landscape. Highway linkage would have to be via Old Hereford Road and Llwynu Lane perhaps together with CS0192 and CS0161, potentially adding up to 4-500 homes. If one of these sites is released it will be difficult to resist the others. Substantially increased traffic on Old Hereford Road would further overload Pen y Pound and its junction with the A40. Substantial Active Travel is unlikely because of the slope of the site and the upper parts of the present built-up area. While nearby schools may be able to meet needs, the Rother Avenue shopping centre at 100m asl is of limited value and shops etc at Hereford Road, Mardy, are at 95m. The town centre is about 2kms downhill and would seem much further on return. A frequent bus service would be essential.

CS0108 – 2.9 (90) – OBJECT - Site is within CSP004, our proposed well-defined Green Wedge buffer between the built-up area and the National Park boundary It lies at 120-140m asl, but the highest part of the Wedge at this point is at 140-165m asl, the higher field to the west. Development of the site would align with development to the south, however, the average slope is about 1 in 8, much steeper than recently developed land to the east. A thick hedgerow on the western boundary must be safeguarded, as must mature trees within the site and on its eastern boundary. Reliance on access only via the Persimmon estate would mean the 250 built or under construction plus a further 80-90 on this site using a single connection to Hereford Road.

CS0128 – 9.6 (>200) – OBJECT - Site is within CSP003, one of the proposed well-defined Green Wedge buffers between the built-up area and the National Park boundary. It lies at 65-85m asl, with an average slope of about 1 in 17, becoming more prominent to views from the south towards Pentre Lane. The site has no mitigating green infrastructure that would help to absorb it into the landscape. Pentre Road is a very narrow lane unsuitable for much vehicular traffic but popular for active travel, and it should be retained as such. Some liability to flood towards Pentre Road.

This site might accommodate as many as 250 homes, though a much lower density would be necessary to reflect the character of adjoining development, part of the Conservation Area. Access would have to cross Pentre Road to connect to Windsor Road, adding substantial traffic to Western Road and other roads in this part of the town. Approval of any of this site would be likely to lead to hard-to-resist pressure to approve much of CSP003. Land above 80m and the grounds of The Pentre might be excluded, but this amount of development would need a new direct access to A40 within the grounds of The Pentre. Residential development in CSP003 would be up to 2 kms from the town centre services. There are no local shops and only a two-hourly bus service. The capacity of the local sewer network has been questioned.

CS0161 – 3.12 (60?) – OBJECT – Site is within CSP004, the proposed well-defined Green Wedge buffer between the built-up area and the National Park boundary. It lies at 110-140m asl, with an average slope of about 1 in 5, and is mostly wooded. The woodland is an important element of the town's

green infrastructure, as an extension to the Deri woodlands and prominent from the east. The less wooded western portion falls within the Abergavenny Conservation Area; a small number of homes similar to those in the grounds of The Hill might be acceptable here, accessed from Hillside, but no more. Vehicular access to a larger development would have to be via land to the east (Deri Road must not be used) and Old Hereford Road and Llwynu Lane perhaps together with CS0192 and CS0094, potentially adding up to 4-500 homes. If one of these sites is released it will be difficult to resist the others. Substantially increased traffic on Old Hereford Road would further overload Pen y Pound and its junction with the A40. Substantial Active Travel is unlikely because of the slope of the site and the upper parts of the present built-up area. While nearby schools may be able to meet needs, the Rother Avenue shopping centre at 100m asl is of limited value and shops etc at Hereford Road, Mardy, are at 95m. The town centre is about 2kms downhill and would seem much further on return. A frequent bus service would be essential.

CS0164 – 2.1 (50) – OBJECT - This site falls within CSP002, the National Park buffer zone proposal that also could allow for a trunk road by-pass. CS0164 might accommodate up to 60 homes, and half that number if a road line had to be safeguarded. The site is close to the National Park boundary but visually separated from it by a belt of woodland and being on a terrace above the flood plain. A flood risk from mountain streams may reduce the potential number of dwellings. A new access would be needed to A40, perhaps shared with a new hospital access. The hedgerow along A40 should be retained, contributing to the green corridor of this entry to the town.

CS0174 – 3.51 – OBJECT - We object because the site is within CSP001, the proposed Green Wedge to protect the lower sides of the Gavenny Valley between the built-up area and the railway/A465 from further development. The steeply sloping wooded lower part of the site is a SINCE and partly liable to flood. We would be concerned about the impact of the housing on landscape value of the valley proposed as a Green Wedge, the wildlife interest and the river quality.

CS0185 - 1.14 (12 AH) – CONDITIONAL ACCEPTANCE - Site lies within CSP001, our proposed Green Wedge to protect the attractive and wildlife-rich lower sides of the Gavenny Valley from development. It is also within the setting of St Teilo's Church, a Grade 1 Listed Building

CS0192 – 8.3 (200?) – OBJECT - Site is within CSP004 the proposed well-defined Green Wedge buffer between the built-up area and the National Park boundary. It lies at 120-150m asl, the highest part of the Wedge, with an average slope of about 1 in 8, and is particularly prominent in views from the east. The fields have no mitigating green infrastructure that would help to absorb it into the landscape. Highway linkage would have to be via Old Hereford Road and Llwynu Lane perhaps together with CS0094 and CS0161, potentially adding up to 4-500 homes. If one of these sites is released it will be difficult to resist the others. Substantially increased traffic on Old Hereford Road would further overload Pen y Pound and its junction with the A40. Substantial Active Travel is unlikely because of the slope of the site and the upper parts of the present built-up area. While nearby schools may be able to meet needs, the Rother Avenue shopping centre at 100m asl is of limited value and shops etc at Hereford Road, Mardy, are at 100m. The town centre is about 2kms downhill and would seem much further on return. A frequent bus service would be essential.

CS0213 – 24.75 – This mixed-use site forms a substantial part of the East Abergavenny (EA) site proposed in the draft Preferred Strategy. If the EA site is to form a satisfactory part of the new LDP its boundaries will need to differ from those of CS0213, extending to encompass more land adjoining A465 (for a suitably located junction with the trunk road, station car parking and an active travel

crossing to Station Road) and to provide a more direct access to Ross Road. We recall that this was the initial candidate site.

The site is undeniably very prominent from the surrounding hills and even from higher parts of the west of Abergavenny. We would firmly object to anything but a strategic decision that development here has to be the long-term future of Abergavenny. Various physical constraints make this area the only substantial option for town growth.

Our response to the consultation on the Preferred Strategy recognises that there is a limit to the capacity of acceptable candidate sites for housing and employment west of the railway some development east of A465 is likely to be needed before 2033. We therefore agree that the masterplanning of EA should proceed if the feasibility and viability of land use allocations and the phasing of development are to be soundly based for inclusion in the replacement plan. It will not be sufficient to merely allocate a large mixed-use area and leave the details to planning applications. It will be essential to demonstrate that the EA proposal is feasible, viable and affordable both within the plan period and beyond. Nobody will thank the planning authority if EA in the 2030s is no more than an isolated housing estate, especially if half the housing is social housing or otherwise affordable.

This is therefore not a total endorsement of the EA strategic site at this stage. We have major concerns about how a new community that may ultimately grow to 2,000 homes can be satisfactorily integrated with the rest of the town on which it depends. We consider the use of the Old Monmouth Road unsuitable for significant extra traffic as it will lead to problems within the town; a new junction with A465 (or a direct link to the Hardwick junction) would mean that trunk roads including the Hardwick junction become in effect part of the town road network, as well as considerably increasing traffic on Monmouth Road. Any active travel bridge or subway crossing the railway and the A465 must be attractive to use in all conditions if it is to attract habitual use (and then by only a modest proportion of residents).

The EA area generally slopes at about a modest 1 in 11 between the A465 and the 110m contour, then steepens such that building above 120m would be challenging and unacceptable. 120m is approximately the present upper limit of development in North Abergavenny and Mardy. The area is generally screened from A465 by trees and there are hedgerows and small woodlands that should be incorporated into the layout of development. The agricultural land appears to be of 3a and 3b value.

We have little to add at this stage, but would wish to be engaged with the masterplanning of the area along with other community organisations and stakeholders. A partnership approach must be more likely to lead to acceptance than a *fait accompli* presented with the Deposit Plan.

CS0220 – 9.56 (>100?) – OBJECT - The site is the key section of CSP001, the proposed Green Wedge to protect the lower sides of the Gavenny Valley between the built-up area and the railway/A465 from further development. The steeply sloping wooded lower part of the site is a SINC and partly liable to flood and an ancient woodland SSSI is astride the site north of Ross Road, an east-west wildlife corridor that continues east of A465. The more level upper section north of the SSSI would have to be accessed from Ross Road via a small area of level field and a breach in the SSSI. Nantgavenny Lane is unsuitable as the access to a considerable number of houses. The only other area that might be considered to have building potential is west of Ross Road where the river is less incised. This field is well screened by an overgrown hedge alongside Ross Road, which presents a leafy approach to the town. The remarkably undisturbed overall landscape and wildlife qualities of

CSP001 would be lost if any of the 'developable' portions were sacrificed to provide housing that is unnecessary according to the Preferred Strategy (or any likely amendment to it before it becomes an Approved Plan).

CS0264 – 0.82 (?) – OBJECT - Adjoins the National Park boundary, a straight-line boundary that is unrelated to anything on the ground, and on the northern edge of CSP001, the proposed Green Wedge to protect the attractive and wildlife-rich lower sides of the Gavenny Valley from development. This site lies beyond the built-up extent of the town and is part of an area astride the Park boundary where residential development was quite recently refused by both MCC and the Park Authority. Development in this area would detract considerably from the particularly charming environs of St Teilo's Church, a Grade 1 Listed Building.

CS0266 - 0.59 – CONDITIONAL ACCEPTANCE - Site lies within CSP001, our proposed Green Wedge to protect the attractive and wildlife-rich lower sides of the Gavenny Valley from development. Having regard to the quite recent provision of business units north of this site and to the need for allocations of employment land in the Abergavenny area, we do not object to the light industrial use of the western part of this site provided that (a) the Highway Authority accepts the further traffic on Nantgavenny Lane and its junction with Hereford Road, (b) drainage proposals are acceptable to NRW and the lower part of the site is kept open in a similar way to approved proposals at CS0185, (c) adequate measures are taken to prevent disturbance of residential properties to the west, (d) substantial on-site trees are retained and (e) approval does not lead to further similar developments in Mardy Park to the south.

CS0268 – 0.32 – OBJECT – This substantially wooded area, probably partly liable to flood, is an important piece of green infrastructure within the Conservation Area and forming part of a leafy Merthyr Road approach to the town centre. A derelict gateway at the western end suggests a history worth investigation but we find no map evidence of a house on the site.

CS0286 – This proposal appears to be the same as CS0178 except that residential is added to the mix of uses. The applicant appears to be seeking a carte blanche for almost any use, whether by a change of use of existing buildings or by redevelopment. While there may be scope for various uses, the present designation as a protected employment site should be maintained. The town benefits from the use of the buildings by small businesses and any planning applications should be decided on their merits having regard to all relevant LDP policies and other considerations. While only one building is Listed, the complex of Victorian workhouse buildings has considerable architectural and historic qualities that would benefit from tidying up.