2nd Replacement
Caerphilly County Borough
Local Development Plan up to 2035

PS3 Functional Analysis of Settlements in Caerphilly County Borough

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CAERPHILLY
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
CAERFFILI

Mae'r ddogfen hon ar gael yn Gymraeg, ac mewn ieithoedd a fformatau eraill ar gais.

This document is available in Welsh, and in other languages and formats on request.

Contents

1   INTRODUCTION

1.1   As an integral part of the preparation of the 2nd Replacement Caerphilly County Borough Local Development Plan 1 April 2020 to 31 March 2035 (2RLDP) the Council is required to identify a settlement strategy for the County Borough that will influence where new allocations should be located. In order to inform this hierarchy a functional analysis of the settlements throughout the County Borough has been undertaken, taking into account three key elements, namely:

- The level of sustainable transport and accessibility of a settlement.

- The level of employment opportunities a settlement and/or its surrounding area provides.

- The available local facilities and services in and around a settlement.

1.2   Previously the functional analysis has been undertaken to reflect the strategy areas set out in the LDP. The Preferred Strategy for the LDP does not set out specific strategy areas, because the strategy focusses on targeting development close to the sustainable transport nodes and town centres throughout the County Borough. Given the lack of defined strategy areas, the functional analysis has been broken down to reflect the Council's 5 Regeneration Masterplan areas, namely:

- Heads of the Valleys Masterplan Area (HoVMA).

- Greater Blackwood Masterplan Area (GBMA).

- Ystrad Mynach Masterplan Area (YMMA).

- Lower Ebbw and Sirhowy Valleys Masterplan Area (LESVMA).

- Caerphilly Basin Masterplan Area (CBMA).

1.3   For previous plans the assessment set out the role and functions of settlements within the County Borough with the aim of justifying a settlement hierarchy that would be a consideration in the identification of land use allocations in the plan. This assessment differs from this approach as it includes an assessment of the sustainability of the settlements and sets out the services and facilities that they contain. This additional information is important as it will be taken into account in identifying land use allocations to meet the plan strategy. The Preferred Strategy seeks to locate development in close proximity to public transport nodes (rail and bus stations), and in close proximity to the county borough's principal and local centres respectively and allocates includes one strategic site at Maesycwmmer. The locational analysis will identify which of the settlements are most sustainably located and, therefore, most appropriate to accommodate further growth and this will be taken into account in identifying sites for the Deposit Plan.

Methodology for Assessing Locational Sustainability and Service Provision

Sustainable Location Analysis

1.4   In 2016 the South East Wales Strategic Planning Group (SEWSPG) prepared and agreed a Draft Sustainable Settlement Appraisal Paper (Paper) that set out a methodology for assessing the sustainability of settlements based upon three principal issues:

- Sustainable Transport and Accessibility
  - Their proximity to major clusters of facilities (walking and cycling).
  - The provision of bus services.
  - The provision of rail services.
  - Provision of electric charging facilities.
  - Proximity to town and city centres.
  - Access to the strategic highway network.
- Employment Opportunities
  - Number of people employed in Retail (A1) uses.
  - Number employed in Industrial (B1, B2 and B8) uses.
  - Number employed in C1 (Hotel) uses.
  - Numbers employed in D2 (assembly and leisure) uses.
- Availability of Local Facilities
  - Daily needs (Post Office, butchers, Grocers etc.).
  - Community Facilities (Library, leisure places, sports fields, places of worship etc.).
  - Medical Facilities (Doctors, dentists, pharmacies, hospitals).
  - Broadband Connection.

1.5 This Paper was agreed for use by the 10 local planning authorities in the Cardiff Capital Region (CCR). Appendix 1 of the Paper sets out a scoring matrix to provide a score relating to how well any settlement meets the principal issues.

1.6 Whilst the Paper was agreed for use by the local authorities, the Paper was prepared before the publication of Future Wales. Consequently, the Paper does not take account of the policies in Future Wales, and this has a significant impact on its use for the 2RLDP. The Preferred Strategy for the 2RLDP is based upon 2 of Future Wales' policy areas, namely Policy 6 which promotes a town centre first approach to development and Policies 12 and 36 which seek to focus development close to metro nodes to maximise the benefits of the investment into the South East Wales Metro. As such the Preferred Strategy places an enhanced emphasis on main centres and transport nodes, and this should be reflected in the methodology for assessing sustainability.

1.7 To reflect this the settlement analysis considers the location of the settlement in terms of its proximity to 5 Factors, namely:

- Principal Centres.
- Local Centres
- Rail Stations
- Bus Stations/interchanges
- Employment sites

1.8 The Sustainable Location Analysis has been informed by data from the Transport for Wales (TfW) database that provides both walking and cycling travel isochrones from the Principal and Local Centres (centroid location) and from the Rail stations on the Rhymney and Ebbw valley rail lines and the bus stations in Nelson and Blackwood. The isochrone data is segregated into walking distances based on 5, 10 15 and 20-minute walking distances and cycling distances based upon 5, 10 and 20-minute cycling distances.

1.9 Settlement locations have been assessed against the travel isochrones in respect of proximity to the centres, stations and employment sites and have been scored using the scoring matrix set out in Table 1. The matrix is a literal and simple scoring system that applies a higher score for closer proximity to one of the Factors, with the highest score for each being scored for the settlement containing that Factor. The scores for all 5 factors are added together to provide an overall score for the settlement, with the highest scoring settlements representing the most sustainably located settlements in the County Borough.

Table 1:   Sustainable Location Analysis Scoring Matrix

Distance	Score
In Settlement	12
5 Minute Walking Distance	10
10 Minute Walking Distance	9
15 Minute Walking Distance	8
20 Minute Walking Distance	7
5 Minute Cycling Distance	5
10 Minute Cycling Distance	4
20 Minute Cycling Distance	3
< 5km	1
> 5km	0

Service/Facility Assessment

1.10 In addition to the Sustainable Location Analysis, a service assessment has also been undertaken, which identifies the services and facilities that are present within the settlement. This assessment provides information on the suitability and potential for a settlement to accommodate future growth, indicating where new allocations can be identified. It should be noted, however, that the potential list of services and facilities within settlement is huge and to assess the presence of all of them in settlements would be a very time-consuming and onerous task. As a result, the assessment considers a specific range of services and facilities that could impact upon the ability to accommodate growth. This list has been informed by the SEWSPG Paper. The list of services/facilities considers the presence and number of each of the following:

- Retail units

- GP surgeries

- Pharmacies

- Libraries

- Community Centres

- Leisure Centres

- Primary Schools

- Secondary Schools

- Welsh Medium Schools

- Train Stations

- Bus Stations/Interchanges

1.11 This assessment provides a basic position in terms of what facilities and services are available in settlements and this will be used to inform the site selection process for the Deposit version of the 2RLDP. It should be noted that this assessment does not consider whether there is scope for the services/facilities to accommodate additional growth, it merely indicates the presence of them. Issues around capacity and whether improvements are required to accommodate growth will be taken into account when sites are considered as part of the process for preparing the Deposit Plan. For the Preferred Strategy the assessment is included in this analysis to provide additional information to support the Sustainable Location Analysis that will underpin the identification of the settlement hierarchy.

Settlement Hierarchy

1.12 The Development Plans Manual (Edition 3) identifies that a Local Development Plan should set out a settlement hierarchy as part of its preparation. The purpose of this evidence base document is to set out the settlement hierarchy and the process used for establishing it, alongside a Sustainable Location Analysis and the assessment of services and facilities for the settlements in the County Borough.

1.13 A settlement hierarchy was a fundamental part of the preparation of the Adopted Caerphilly County Borough Local Development Plan up to 2021 (Adopted LDP) and as such has been a fundamental part of the planning policy for the County Borough over that past 15 years. Whilst significant development has taken place since the preparation of the Adopted LDP, overall, the nature and status of settlements throughout the County Borough have not changed significantly, and the hierarchy of the settlements within the County Borough remains broadly the same.

1.14 Caerphilly County Borough is a valleys authority, constrained by topography with a rich history of development associated with the industrial revolution. As a result, the County Borough is comprised of an integrated pattern of small to mid-sized towns and villages generally aligned in linear fashion reflecting its valleys character. The County Borough does not contain any large towns, Caerphilly being the biggest town in the County Borough with a population of a little over 33,000 (2011 Census). As a result, the settlements within the County Borough are at a sub-regional level and the hierarchy used to consider the settlements will reflect this.

1.15 The Preferred Strategy for the 2RLDP contains three main pillars, namely:

- A town centre focus for future growth and development in accordance with Future Wales Policy 6.

- A metro focus for future growth and development in accordance with Future Wales Policies 12 and 36; and

- The identification of a strategic site

1.16 Previously the settlement hierarchy has identified three tiers of settlements based upon their function and role in the County Borough (Principal Centres, Local Centres and Residential Neighbourhoods). However, for the 2RLDP the settlement hierarchy will not only need to consider the role and function of the settlements, but also their sustainability and, consequently, their ability to accommodate future growth and an indication of what level of growth they can accommodate. Therefore, the settlements in the County Borough will be ranked according to the following settlement hierarchy:

- Principal Centres
  Principal Centres are the highest tier in the settlement hierarchy for the County Borough. Principal Centres are characterised by their offer of a wide range of services, facilities, employment opportunities and good transport accessibility. They have retail centres that attract from a wider hinterland and afford a wide range of employment opportunities. A key element of their designation is their accessibility, particularly by public transport, which makes them destinations for multi-purpose trips. Principal Centres are keenly aligned to the size of their respective settlements as their size has led to the development of a wider range of facilities, compared to smaller settlements. The role of the Principal Centre is as a hub for services and facilities that are accessed from a wide hinterland, often providing services and facilities that are not available in other ranks of settlement. The Principal Centres will have high sustainable location scores, due to the presence of retailing, employment and sustainable transport nodes within their settlements and will also exhibit significant levels of services and facilities commensurate to their rank. Due to their high scoring, Principal Centres are generally the best locations for new growth and development, although local circumstances may restrict development options.

- Local Centres
  Local Centres are the second tier in the settlement hierarchy for the County Borough. Local Centres are characterised by the range of services and facilities and employment opportunities that they offer and their sustainable transport links. Local Centres offer services and facilities that attract custom from a more local hinterland than the Principal Centres, although they do attract from outside of their own settlement areas. The role of the Local Centre is as a secondary hub for more local services and facilities that are accessed and required on a more regular basis. Local Centres will again score quite highly in respect of the Sustainable Location Analysis, due to the level of facilities they provide and the proximity of sustainable transport nodes and exhibit moderate levels of services and facilities when considered against the Principal Centres. Due to their relatively high scoring Local Centres are also generally better locations for new growth and development, although local circumstances may restrict development options.

- Residential Settlements
  Residential Settlements are the third tier in the settlement hierarchy for the County Borough. Residential Settlements are those settlements that are not identified as Principal or Local Centres and are characterised by their primary function as residential neighbourhoods. Residential Settlements may contain limited local retailing and employment, to serve their immediate area.

Due to the need to consider the ability of settlements to accommodate future growth, Residential Settlements are further broken down into the following 3 sub-groups:

- <u>Residential Settlements Suitable for Accommodating Future Growth</u>
  These are settlements that generally more sustainably located and serviced and provide the best opportunities for delivering future growth in accordance with the strategy. The level of growth that these settlements can accommodate will be dependent upon their specific locations and circumstances.

- <u>Residential Settlements Suitable for Accommodating Limited Growth only</u>
  These are settlements that are less sustainably located than sites suitable for future growth but still have the potential to accommodate a smaller amount of development, especially where there are material local circumstances for the growth. The level of growth these settlements can accommodate is less than settlements suitable for future growth and will relate to the scale of the settlement and potential impacts of growth on services, infrastructure and facilities.

- <u>Residential Settlements Not Suitable for Accommodating Growth</u>
  These are settlements that, due to their location or low score for sustainable location, would not be able to accommodate growth in accordance with the 2RLDP strategy. Consequently, development in these settlements will be limited to small scale infill and rounding development only.

- <u>Rural Settlements</u>
  Whilst not a tier in the settlement hierarchy for the County Borough, there are a number of small, loosely connected groups of buildings or settlements that are not included within settlement boundaries. These settlements are generally very small and are located a distance from the existing built-up areas. Their isolation, small size and lack of services/facilities mean that they are not suitable for any significant form of development. Consequently these settlements have been omitted from the Settlement Boundary, which would give a general presumption in favour of development within it.

2   HEADS OF THE VALLEYS MASTERPLAN AREA

Overview of the Masterplan Area

2.1   The Heads of the Valleys Masterplan Area (HoVMA) is located at the north of the country borough and is comprised of 7 wards, namely:

- Twyn Carno

- Moriah and Pontlottyn

- Darran Valley

- New Tredegar

- Aberbargoed and Bargoed

- Gilfach

- Argoed

2.2   The 2011 Census indicated that the long-term trend of population decline in the HoVMA had stopped and a small increase in population had been realised. This change in trend reflected a long-term policy aim to stem the decline in population for this area, a major element in the regeneration of the area as a whole.

2.3   All 7 of the wards in the Masterplan area have significant areas of deprivation and this results in this being one of the most deprived areas in Wales and the UK.

2.4   The area is formed of a cluster of relatively small former mining settlements along the line of the River Rhymney and its tributary, the Nant Bargod Rhymney. These settlements are set within a valley's setting, with steep, open valley sides with settlements being generally located on the flatter land at the bottom of the valley. Towards the Heads of the Valleys Road the topography broadens out as this is the high point of the valleys.

Accessibility & Transport

2.5   In accessibility terms with the exception of Argoed, the HoVMA is located at the northern end of the Rhymney Valley Rail Line and contains a number of rail stations that serve the area, as well as providing direct access to other centres to the south, including Ystrad Mynach, Caerphilly and Cardiff. In addition, a number of local and longer distance bus services also serve the area providing links to Merthyr, Tredegar and Brynmawr along the Heads of the Valleys and south to Blackwood and Caerphilly and further to Cardiff and Newport. (Appendix 3 sets out the rail and bus services that operate by settlement). The area is also located on three National Cycle Network routes, Route 46 providing connectivity along the Heads of the Valleys Road, and routes 467 and 468 connecting to settlements to the south of the HoVMA. Whilst the HoVMA is located at the north of the County Borough it is reasonably served by sustainable transport.

2.6   Strategic Highway improvements around Bargoed have provided enhanced accessibility for buses and other vehicles into the HoVMA. However, the principal route from Bargoed to Rhymney (A469) has a significant issue in terms of land slippage and has been closed due to land slippages in the past (the most recent being in 2014 when the road was closed for several weeks). A further slippage occurred recently that reduced the carriageway down to 1 lane. Slippages are likely

to continue in the future and this issue raises significant concerns over the resilience of access to the very north of the County Borough.

Employment

2.7 Table 2, below, sets out the 6 main industrial sites in the HoVMA, their areas and the number of units on each of the estates identified in the 2022 employment land survey undertaken by the Council. The six sites provide a little over 62 Ha of employment land and currently accommodate around 180 units. Three of the employment sites are located in Rhymney close to the Heads of the Valleys Road (A465), 2 are located in Aberbargoed in the south of the masterplan area and 1 site is located in New Tredegar more central in the area. The HoVMA is a significant employment area and has some available land to expand and further develop the employment base.

Table 2:   Employment Sites in the HoVMA

Site Name	Location	Area (Ha)	No. of Units
Land at New Tredegar	New Tredegar	1.3	19
Heads of the Valleys	Rhymney	19.5	23
Capital Valley, Rhymney	Rhymney	14.8	22
Maerdy, Rhymney	Rhymney	12.5	6
Angel Lane	Aberbargoed	3.1	24
Bowen	Aberbargoed	11.0	95

Retail

2.8 The largest retail centre in the HoVMA is Bargoed, which operates as a minor sub-regional retail and service centre. From the Council's 2021 Annual Retail Survey Bargoed has a total of 147 units with a little over 35% of the units being A1 retail, with the others being a mix of A2, A3, Sui Generis and other uses (including a post office and dental and chiropractor services). However, the biggest issue for the retail centre is the high vacancy rate (24.5%) which has been exacerbated by the Covid-19 restrictions and lock downs. Despite the vacancy issues Bargoed has the 4th highest footfall rate in the County Borough (behind Caerphilly, Blackwood and Ystrad Mynach), providing a good basis for regenerating the centre.

2.9 Bargoed has been the subject of a major regeneration programme that has seen wide ranging changes to the fabric of the centre, including the development of a food superstore, the conversion of the Hanbury Baptist Chapel to a multi-use community facility and the development of new retail units. Bargoed Town Centres is a vital hub for local people in the HoVMA and provides the shops, services and other facilities to meet their needs. However, the town is facing significant challenges, including the continued growth of internet shopping, competition from out-of-centre retail and leisure in particular, Merthyr and Ebbw Vale and more generally the wider economic conditions as a consequence of the pandemic. Although these challenges will not go away, there are a range of ways in which the town centre can be better equipped to ensure its future role and, in this context, the emerging plan will need to provide the appropriate policy framework for Bargoed to recover.

2.10   The second largest retail centre is Rhymney, and this centre is heavily reliant on local traders. The retail centre has been contracting for a prolonged period of time, with units lost to residential use along the main street. The HoVMA has previously suffered from an ongoing trend of outmigration until the 2011 Census, which identified a slight increase in the population since 2001. This loss of population is certainly one of the main reasons that the retail centres in the HoVMA are constricting and whilst the trend for population loss would seem to have stopped, the emerging plan will need to provide the policy framework for the centre to recover.

2.11   The other settlements in the HoVMA have small elements of retail uses that cater for neighbourhood use, rather than acting as a retail centre attracting people from outside. The health and vitality of these settlements is not monitored, and they are reliant upon their catchment areas to remain viable.

Community, Leisure and Tourism

2.12   Recent developments include the opening of a new health and social care facility at The Lawns in Rhymney in 2013. This provides a modern health and well-being facility that complements the facilities at Ysbyty Ystrad Fawr in Ystrad Mynach. The facilities include: 2 GP practices, a dental practice, optometry suite and social services day opportunities. In addition, the centre acts as a base for health and social care staff working in the North of the county borough who provide care to a wide range of clients including children, older people, and people receiving mental health support. The centre also has 12 in-patient beds, 2 of which are for palliative care. The presence of the centre in the heart of Rhymney offers the potential to increase the footfall to the Local Centre.

2.13   The area contains 2 Country parks, Parc Cwm Darran and Parc Coe-tir, whilst Bryn Bach Park is located just outside of the County Borough on the Heads of the Valleys Road. The Masterplan Area is in a central position for the Valleys Regional Park with the potential to maximise benefits arising from it.

2.14   The area benefits from two leisure centres – New Tredegar and Heolddu – both offer a range of facilities including fitness suites and dance studios. Heolddu also has a 25m 5-lane swimming pool.

2.15   The HoVMA area has a rich history, dating back to the bronze age, the roman remains on Gelligaer Common and many relics from the industrial revolution and its association with the coal and iron industries. Butetown (Welsh 'Drenewydd') is a nineteenth century 'model' settlement, dating from around 1835 and it contains 44 listed buildings. The County Borough museum is located in the Elliot Colliery Winding House in the former mining village of New Tredegar. Roman and prehistoric remains are found on Gelligaer Common - a designated 'historic landscape'.

Key Issues and Opportunities

- The long-term success of the HoVMA will greatly depend upon the quality and efficiency of its transport networks, both the public transport system and the strategic highway infrastructure. Whilst significant improvements have been made there is further scope to improve the current network to increase social and

economic mobility in terms of both the rail infrastructure and the strategic highway infrastructure.

- New shops and commercial businesses need to be attracted to locate in the Principal Town of Bargoed.

- Access to the Heads of the Valleys Industrial Estate is heavily reliant on the car and opportunities will need to be sought to address this.

- Train frequencies on a Sunday and in the evenings need to be addressed to provide a service that complements existing and future employment development.

- Improvements to the A469 are required to provide resilience to this critical road link to Rhymney and the strategically important A465 Heads of the Valleys Road.

- The area already makes a significant contribution to the Valleys Regional Park and opportunities should be sought to maximise the benefits of this.

- A significant proportion of the housing stock in the area is either Council rented or 19th century terraced housing and new housing development to broaden the range and choice of housing in this area is essential to the regeneration of the area.

- The HoVMA is well placed to take advantage of proposals to develop an energy belt along the Heads of the Valleys, although opportunities for developing renewable energy generating schemes need to be carefully considered against environmental considerations.

- A key issue for the Masterplan area is the low land values which create significant viability issues for new development. Grant assistance is likely to be required for major developments although a proactive approach to development could assist bringing much-needed development forward.

Settlement Hierarchy

Principal Centre - Bargoed
2.16 The largest settlement in the HoVMA is Bargoed with a population (including the suburb of Gilfach) of around 8,300. It is the largest retail centre in the Masterplan area containing a mix of uses that include over 50 A1 retail units, a number of A2 commercial units, A3 food outlets and other associated uses. The centre draws from a hinterland that extends across the Masterplan area and this has been enhanced by the provision of a food superstore. The town centre has been the subject of major regeneration work in recent years and whilst this has made significant improvements to the centre, there is still a high vacancy rate that the 2RLDP will need to address.

2.17 Bargoed is a transport centre for the area, with a rail station and bus interchange providing for modal transfer from long distance to more local sustainable transport. Bargoed is also well connect via active travel routes, with connections to the national cycle network, i.e. Route 467 (Tredegar-Blackwood); Route 468 (Pengam to Rhymney) and Route 46 (Heads of the Valleys), as well as a network of routes that provide accessibility to services and employment opportunities in Aberbargoed.

2.18 Bargoed scores 44 in respect of the Sustainable Location Analysis, and contains all services and facilities considered in the services and facilities assessment. Given the significant number of retail units in the centre, and the wide range of uses that

occupy them, Bargoed more than satisfies its designation as a Principal Centre. In accordance with Future Wales future growth should be targeted towards the main towns and cities and, as a Principal Centre Bargoed is suitable to accommodate future growth. A key factor that will influence growth here will be development viability, which is a significant issue for the whole of the HoVMA.

Local Centre - Rhymney

2.19   As the northern-most town in the County Borough with close proximity to the A465, Rhymney has an important role within the Upper Rhymney Valley. It is the second largest town with a population of approximately 6,900 people in the 2011 Census (Moriah plus Twyn Carno). The town's retail function is characterised by local independent traders and the centre has been under pressure for a considerable period of time.

2.20   Rhymney is the northernmost station on the Rhymney Valley Line and Metro improvements to the station and the line mean that Rhymney will be within 45 minutes travel time of Cardiff when the new Metro trains are brought into operation in 2023. Rhymney is also located close to the A465 Heads of the Valleys Road, with direct access by road to west Wales, the Midlands and beyond.

2.21   Rhymney also has an important employment function, with the town providing a large area of employment land across three allocated employment sites. Development of vacant employment land is a major element in the regeneration of Rhymney and the Masterplan Area

2.22   Whilst there have been a number of self-build developments in the town, Rhymney is characterised by high levels of public sector housing. New housing development, to increase the range and choice of housing, is essential to the regeneration of the town and to support the development of new businesses that is also required.

2.23   Rhymney is the highest scoring HoVMA settlement in the Sustainable Location Analysis, although it links more to the Heads of the Valleys area than south into the County Borough. It has a rail station and a number of bus services that provide links along the Heads of the Valleys as well as south through the County Borough. Rhymney is suitable for future growth which would assist with the regeneration of the area, providing a wide choice of housing and new employment opportunities.

Residential Settlements - Aberbargoed, Abertysswg, Argoed, Butetown, Deri, Fochriw, Gilfach, New Tredegar, Princetown/Llechryd, Pontlottyn

Aberbargoed

2.24   Aberbargoed's function is as an employment and residential location, with a range of businesses located on industrial estates to the south of the settlement. Since the removal of the spoil tips, the creation of Aberbargoed Plateau and the development of Angel Way, the town has a better relationship with the Principal Town of Bargoed.

2.25   The area has been the subject of recent housebuilding, proving that private sector development in this location is viable and notably in demand. The Aberbargoed Plateau provides the opportunity to accommodate mixed use development that can assist in revitalising the town.

2.26 Aberbargoed scored 24 in the Sustainable Location Analysis. Whilst this is not a high-level centre, it benefits from its proximity to Bargoed and the facilities it provides as a Principal Centre. Aberbargoed is, consequently, appropriate to accommodate future growth, particularly as an extension to the residential development that has happened over previous years.

Abertysswg

2.27 Abertysswg is a linear residential settlement south-east of Rhymney comprised mainly of terraced housing. There is a clear relationship between Rhymney and Abertysswg, with Rhymney providing a number of services for the area.

2.28 Abertysswg scored 18 on the Sustainable Location Analysis and this reflects its more isolated position and links to the local centre of Rhymney. Because of this Abertysswg is only suitable for very small-scale growth where opportunities arise for residential development to diversify the housing stock, particularly for Rhymney.

Argoed

2.29 Argoed is an isolated, linear residential settlement located to the east of the A4048, north of Blackwood at the southern end of the HoVMA. Argoed is primarily a residential centre serving the wider area.

2.30 Argoed scored 12 on the Sustainable Location Analysis reflecting its isolated location. Given its isolated location and low score Argoed is not suitable for future growth other than small scale infill development.

Butetown

2.31 Butetown is a small area located to the north/west of Rhymney that forms part of the wider Rhymney area. It has a conservation area comprising three rows of listed terraced housing, which means Butetown has some tourism potential. Whilst future growth in Butetown would not be suitable, its location as part of the wider Rhymney settlement means that it could benefit from development in the Local Centre.

Deri

2.32 The village of Deri is a predominately residential area located in the Darren Valley. The settlement is isolated due to its steep topography and poor road links to the closest major town of Bargoed. This is reflected by its relatively low score on the Sustainable Location Analysis. There has been limited self-build residential development in the village, which has increased the mix of dwelling types in the area. Given its isolated location Deri would not be appropriate for future growth, other than small scale infill development.

Fochriw

2.33 Fochriw is located at the northern end of the Darren Valley. Fochriw is a remote settlement with poor links to any other settlements in the County Borough. However due to its close proximity to Merthyr Tydfil it has a stronger relationship to areas outside the County Borough. Fochriw realises a low score of 12 on the Sustainable Location Analysis and has very few services and facilities. Consequently, whilst the topography of the settlement doesn't constrain potential development, its location means that it is not suitable for future growth other than limited infill development. The relationship between Fochriw and Parc Cwm Darran means that it could expand its tourist role.

Gilfach

2.34 Gilfach is a small residential area directly south of Bargoed, which has coalesced with the Principal Centre. It has a small number of local shops but is subservient to the role of Bargoed. Gilfach scores 21 on the Sustainable Location Analysis and reflects its relationship with the Principal Centre of Bargoed. Gilfach is appropriate to accommodate some future growth given its proximity and close links to Bargoed.

Markham

2.35 Markham is an isolated residential settlement located on the high plateau between Aberbargoed in the west and Oakdale/Penyfan to the west. Markham's role is as a residential centre serving the wider area. Markham has a GP surgery, Community and primary school, but is poorly served by sustainable transport.

2.36 Markham scored 16 on the Sustainable Location Analysis, with all of its points coming from accessibility by cycle. Given its isolated location and lack of sustainable transport, Markham is not suitable for future growth other than small scale infill development.

2.37 There are proposals for a renewable energy scheme for Markham that would not fall under this assessment and could progress if the proposals are acceptable in general terms.

New Tredegar

2.38 New Tredegar, and its satellite settlements of Tirphil, Brithdir, Elliotstown and Phillipstown, is a predominantly residential settlement comprised largely of valley terrace housing within a steep valley setting. New Tredegar has been the subject of significant regeneration that provided community, employment and tourist facilities and improvements to the highway network increasing accessibility.

2.39 New Tredegar scored 20 on the Sustainable Location Analysis, although this reflects that the assessment was done specifically on New Tredegar itself. If the assessment includes the satellite settlements this score increases significantly due to the presence of employment provision and a rail station located in them. There is limited scope for new residential development in the area, although any opportunities should be maximised to diversify the housing offer in this area.

Princetown / Llechyrd

2.40 The small villages of Llechryd and Princetown, north of Rhymney on the A465, function as residential settlements offering a range of different housing types. Llechryd offers some potential for additional housing due to its flat plateau location. Due to its location north of the A465 and the fact that the village is split between Blaenau Gwent and Caerphilly CBC, Princetown is unconnected from Rhymney and relates more to the settlement of Tredegar than to Rhymney and consequently is not suitable to accommodate future growth other than small scale infill development.

Pontlottyn

2.41 Whilst in close proximity to Rhymney, Pontlottyn maintains its own identity with several retail units in the neighbourhood centre and a train station. It comprises mostly terraced housing, although larger executive housing has been developed to the north of the village. The village is constrained by the A469 but has some development potential on the western hillside.

2.42 Pontlottyn scored 24 on the Sustainable Location Analysis reflecting its location on the Rhymney Valley rail line and proximity to Rhymney. Pontlottyn is in close enough proximity to Rhymney to benefit from the services and facilities the local centre provides. Consequently, Pontlottyn is suitable for future development, although opportunities for such development may be significantly restricted due to the constraints. Residential development will, again, assist in widening the range and choice of housing in this area.

3   MID-VALLEYS MASTERPLAN AREA

Overview of the Masterplan Area

3.1   The Mid-Valleys Masterplan Area (MVMA) is located at the centre of the County Borough and is comprised of 6 wards, namely:

- Blackwood

- Cefn Forest & Pengam

- Crumlin

- Penmaen

- Pontllanfraith

3.2   In 2011 the MVMA had a population of 23,500 within settlements set out in a typical valleys pattern of interconnected and linked linear developments. The MVMA contains some areas where deprivation is high, although these areas are located within settlements and are dispersed across the MVMA.

3.3   The Masterplan area contains the County Borough's primary employment centre of Oakdale and Penyfan Industrial Estates, and the retail centre of Blackwood is at its heart. Whilst the MVMA is at the heart of the County Borough, it does not have any rail stations on either the Rhymney Valley or Ebbw Valley rail lines and consequently public transport in the MVMA is bus based.

Accessibility and Transport

3.4   The MVMA does not contain any rail stations, the nearest stations at Newbridge on the Ebbw Valley line and Pengam and Hengoed on the Rhymney Valley line are located just outside the MVMA boundary. It has been a long-held Council aspiration to have a rail station at Crumlin and this would provide direct access to the Ebbw Valley rail line for the MVMA. The MVMA area is well served by bus services with a wide range of local and longer distance services that provide links to all parts of the County Borough and to external destinations including Merthyr, Tredegar and Brynmawr on the Heads of the Valleys, Pontypool and Cwmbran to the east, Pontypridd to the west and Cardiff and Newport to the south. The MVMA also has a good network of active travel routes that include National Cycle Network Routes 47 (Three Parks Trail), 466 and 467. There is also a good network of local routes providing accessibility throughout the MVMA.

3.5   The strategic highway network includes the A472 Mid- Valleys Road providing east-west connectivity through the County Borough, the A4048 providing access to the north and the A467 providing access through to Tredegar on the eastern side of the area. The A472 is a critical link in the highway network and Maesycwmmer has long been identified as a congestion point on this important route. As the main east-west mid-valley link road it is an important link and TfW are currently considering proposals for a rapid transit link along this route as part of future metro proposals.

Employment

3.6   The Adopted LDP identifies 13 employment sites within the MVMA, and these provide around 220 ha of employment land, and these are set out in Table 3. Manufacturing is the primary employment sector in the County Borough and the

MVMA includes a significant amount of manufacturing industry as well as businesses in the wholesale/retail, education, public administration and human health sectors. As such the MVMA is a major employment area in the County Borough.

Table 3:   Employment Sites in the MVMA

Site Name	Location	Area (Ha)	No. of Units
Oakdale Business Park - Plateau 1	Oakdale	30.2	1
Oakdale Business Park -Plateau 2	Oakdale	20	14
Oakdale Business Park -Plateau 4 – Foxes Lane	Oakdale	4.3	19
Penyfan	Croespenmaen	73	88
Hawtin Park	Gellihaf	43.1	10
Newbridge Road	Pontllanfraith	12.8	33
Tram Road	Pontllanfraith	2.5	8
Switchgear (Blackwood Business Park)	Pontllanfraith	10.1	7
Penmaen Industrial Estate	Penmaen	6	72
Woodfieldside, Pontllanfraith	Pontllanfraith	1.9	25
Croespenmaen	Croespenmaen	6.5	2
Britannia	Pengam	2.9	63
St. David's	Pengam	5.2	48

Retail

3.7   Blackwood is the main retail centre in the MVMA and the second largest in the County Borough, being only slightly smaller than Caerphilly town centre. It operates as a sub-regional retail and service centre. The 2021 Annual Retail Survey indicated that Blackwood has a total of 212 units with a little over 43% of the units being A1 retail, with the others being a mix of A2, A3, Sui Generis and other uses (including a post office and dental, opticians and pharmacies). The centre contains a range of local and regional/national operators and the presence of the local operators have ensured that the centre remained relatively competitive during the covid related restrictions. The night-time economy is bolstered by the presence of the Blackwood Miners' Institute and the Maxime Cinema; however, this could be further diversified to enhance the overall offer of the town centre.

3.8   The MVMA also contains a number of much smaller neighbourhood centres (Cefn Fforest, Crumlin, Maesycwmmer and Oakdale) that provide convenience retailing for their local areas.

Community, Leisure and Tourism

3.9   The MVMA contains 6 GP surgeries, 5 community centres, 3 secondary schools (1 being Welsh medium) 2 leisure centres in Pontllanfraith and Cefn Fforest and a range of public parks and recreation grounds. As such the MVMA is well serviced and suitable for appropriate growth, although development may require enhancing existing provision.

3.10   Notwithstanding Blackwood town centre, the MVMA contains some key tourist facilities contributing towards the overall tourist offer. These facilities include

Gelligroes Mill, Bryn Meadows Golf Course, the Maes Manor Hotel (a Georgian country hotel set in landscaped gardens) and the refurbished Blackwood Miner's Institute (classed as a Regional Performing Arts Centre by the Arts Council for Wales). In addition to formal facilities Blackwood hosts summer and Christmas festivals attracting significant footfall into the town centre. However, further tourist accommodation is required to facilitate tourism growth and engender longer stays throughout the County Borough.

Key Opportunities and Issues

- Blackwood retail centre needs to expand and diversify to introduce new business and footfall and to encourage uses that would broaden the night-time economy.

- As Blackwood is not on a rail line enhanced east-west and north south connectivity of bus services is required to provide appropriate access to the town centre and the employment centre at Oakdale from the Ebbw Valley and Rhymney Valley rail lines and from further afield.

- The Sustainable Communities for Learning programme (formerly known as the 21st Century Schools programme) will require new sites and redevelopment of existing sites

- Further development of the tourism offer, including visitor accommodation, should be pursued to strengthen the tourist economy.

- Whilst there is a strong employment base in the area, existing available employment land in the MVMA is likely to be developed out in the early part of the plan period and additional sites need to be identified for release.

- Existing employment is heavily reliant on the manufacturing sector and new employment development is required to diversify the employment base.

- The provision of new housing would assist in diversifying the existing housing stock to cater for new house buyers and young professionals.

Settlement Hierarchy

Principal Centre - Blackwood
3.11 The town functions as a sub-regional centre whose sphere of influence runs across the mid-valleys area. The town has good transport links through the many bus services that operate out of the bus station. The implementation of the Sirhowy Enterprise Way has improved accessibility to the town and to the main employment centre at Oakdale/Penyfan.

3.12 Blackwood scored highly on the Sustainable Location Analysis with 38, reflecting its status as a principal centre, with a range of facilities within the centre itself or in close proximity to it. Future Wales seeks to direct future development towards the main cities and towns, and as a Principal Centre, Blackwood is one of the settlements that growth should be targeted to. Whilst future growth is acceptable for Blackwood, and this accords with Future Wales policy, development is likely to be located towards the outskirts of the settlement as there is little development land within its centre.

Residential Settlements – Aberbeeg, Cefn Fforest, Croespenmaen, Crumlin, Fleur-de-Lis, Oakdale, Pengam, Pontllanfraith, Trinant

Aberbeeg

3.13   Aberbeeg functions as a small residential hamlet. Its location means that it relates better to Ebbw Vale and Abertillery rather than centres within the County Borough. Given this, future growth would be inappropriate for Aberbeeg other than small scale infill development.

Cefn Fforest,

3.14   Cefn Fforest, along with Fleur-de-Lis and Pengam, are residential settlements that have coalesced over time to comprise part of the 'greater Blackwood' area. Cefn Fforest's primary role is as a residential dormitory town for the wider area, providing some services and a small neighbourhood retailing centre with a small number of shops catering for local convenience needs. Cefn Fforest also contains one of two leisure centres in the masterplan area.

3.15   Cefn Fforest scored lowly on the Sustainable Location Analysis with 16, reflecting its reliance and relationship to the Principal Centre of Blackwood. Despite its low score the facilities and services of Blackwood are within reasonable distance and as such Cefn Fforest has the potential to accommodate some growth in the future, although this will need to be directed towards locations with good transport links to Blackwood.

Croespenmaen

3.16   Croespenmaen is a small settlement that adjoins the eastern side of Oakdale. It has 2 primary functions, firstly as an employment centre containing employment land that complements the employment provision in Oakdale, and secondly as a residential settlement servicing the wider area.

3.17   Croespenmaen scored reasonably well on the Sustainable Location Analysis scoring 22, a relatively high score given its ranking as a residential settlement. The potential for future growth in Croespenmaen will reflect the potential in Oakdale which has seen recent employment and housing growth. As part of the wider Oakdale area, Croespenmaen is suitable for future growth where appropriate sites can be identified.

Crumlin

3.18   Crumlin serves as a residential suburb of Newbridge to the south, and benefits from its own small neighbourhood centre. The former Navigation Colliery Site is located at the heart of the village comprising a complex of impressive Listed Buildings that are capable of redevelopment for beneficial use, although flood risk issues would need to be addressed.

3.19   By virtue of its strategic location along the A467, Crumlin relates more directly to towns located along this corridor including Abertillery, Abercarn and Newport, rather than other settlements in MVMA. Crumlin is in close proximity to the main employment centre at Oakdale, although topography is a significant barrier to active travel movement. It is a long-held Council aspiration to open a rail station at Crumlin, which would improve accessibility significantly to Crumlin and Oakdale.

3.20   Crumlin realised a moderate score of 17 on the Sustainable Location Analysis reflecting its lack of principal sustainable transport facilities. the introduction of a station at Crumlin would significantly improve this score but opportunities for growth are limited due to the topography of the land in this area.

Fleur-de-Lis

3.21 Fleur-de-Lis, along with Cefn Fforest and Pengam, are residential settlements that have coalesced over time to comprise part of the 'greater Blackwood' area. Due to their proximity to Blackwood town centre, the primary function for Fleur-de-Lis is as a residential settlement with a vibrant neighbourhood retail centre offering a small range of local operators.

3.22 Fleur-de-Lis scored 20 on the Sustainable Location Analysis primarily due to its proximity to the Principal Centre of Blackwood. Due to this proximity Fleur-de-Lis can support the future growth of the greater Blackwood area where appropriate sites can be identified.

Oakdale

3.23 Oakdale serves a dual purpose. Its initial function is that of a residential settlement within the direct influence of both Blackwood and Newbridge. However, further to development at Oakdale business park and the opening of the SEW, its role within the plan area is changing. Oakdale has now become synonymous with its business park, which constitutes much of the upland plateau to the rear of the settlement that adjoins the employment provision on the Penyfan estate. Further employment development in this area is likely to take place over the early period of the 2RLDP, although it is likely that this will be built out relatively quickly.

3.24 Oakdale scores reasonably well on the Sustainable Location Analysis with a score of 22, a score that is restricted due to the issues of connectivity to the principal sustainable transport networks, most notably the rail network. Oakdale contains a GP surgery, pharmacy and education facilities, including a secondary school, and therefore has services and facilities that could allow for some future growth to occur.

Pengam

3.25 Pengam, along with Cefn Fforest and Fleur-de-Lis, are residential settlements that have coalesced over time to comprise part of the 'greater Blackwood' area. Due to their proximity to Blackwood town centre, the primary function for Pengam is as a residential neighbourhood serving the Blackwood area.

3.26 Pengam scored more highly that Cefn Fforest and Fleur-de-Lis on the Sustainable Location Analysis with a score of 25. This is primarily due to its proximity to employment provision and the rail station. Due to its proximity to the services and facilities provided by the Principal Centre of Blackwood, Pengam is suitable to accommodate some future growth associated with the greater Blackwood area, where appropriate sites can be identified.

Pontllanfraith

3.27 Pontllanfraith functions as a residential settlement with house types ranging from small family homes to larger executive housing. The village contain three small neighbourhood centres serving local needs, although primary provision is provided by nearby Principal Centre of Blackwood. Pontllanfraith also contains the second leisure centre in the Masterplan Area.

3.28 Pontllanfraith scores well in the Sustainable Location Analysis with a score of 23, reflecting its proximity to Blackwood. Due to this proximity Pontllanfraith is suitable to accommodate future growth as part of the growth of the greater Blackwood area,

with new housing developments broadening the range and choice of housing, particularly for first time buyers and young professionals.

Trinant

3.29 Trinant serves predominantly as a residential satellite village to the north of Croespenmaen. The village is isolated with poor transport communications and contains few services or amenities. The topography of the land and substandard communications dictates that it relates poorly to other settlements within the county borough.

3.30 Whilst Trinant scores 20 on the Sustainable Location Analysis, its isolated position means that it is not suited to accommodate future growth other than small scale infill development.

4   YSTRAD MYNACH MASTERPLAN AREA

Overview of the Masterplan Area

4.1   The Ystrad Mynach Masterplan Area (YMMA) is located on the western side of the mid valleys corridor and is comprised of 5 wards, namely:

- Hengoed

- Nelson

- St Cattwg

- Ystrad Mynach

- Maesycwmmer

4.2   In 2011 the YMMA had a population of around 23,000. The area has its roots in the mining industry and the settlement pattern reflects the former mining activity in the area. The geography of the YMMA is roughly cross shaped with the steep-sided Rhymney Valley running north to south and the A472 running east to west. Historic development patterns have seen linear development typical of the South Wales Valleys.

4.3   The YMMA is an employment centre, with employment sites being located at Ystrad Mynach, Penallta, and Tiryberth. Public sector and administration is a main sector of employment in the YMMA, with the Council's head offices and the Ysbyty Ystrad Fawr being located within its area.

Accessibility and Transport

4.4   The YMMA is strategically located with good links east, west, north and south. The Rhymney Valley rail line goes through the YMMA providing direct access to the north of the County Borough and south to Cardiff. There are three stations in the YMMA, at Ystrad Mynach, at Hengoed and Pengam. It is a long-standing aspiration of the Council to reinstate a passenger service on the Cwmbargoed line that runs from south of Merthyr and joins the Rhymney Valley line south of Ystrad Mynach. The Reinstatement of passenger services here would provide direct access to the Merthyr Valley as well as linking Nelson and the employment centre at Tredomen onto the main rail network.

4.5   There are 8 bus services that go through Ystrad Mynach providing links to Blackwood, Bargoed, Nelson and Caerphilly within the County Borough and wider links directly to Pontypridd and Cardiff.

4.6   The A472 is the main highway route from the east of the County Borough to the west and forms the strategically important mid-valleys corridor route that links Pontypridd through to Pontypool and provides direct access (via the A470) to Cardiff and Merthyr. The A472 links to the A469 providing access to the north of the County Borough and the Heads of the Valleys and south to the Caerphilly basin and beyond. The YMMA is, therefore well located in terms of accessibility in all directions. It should be noted that TfW is currently considering proposals for the creation of a mid-valleys strategic rapid route linking Pontypridd (and settlements further west) through the County Borough to Pontypool and potentially as far as Usk to the east.

4.7   National Cycle Network Route 47 (Three Parks Trail) crosses through the YMMA along the A472. The route starts in Newport and links to other National Cycle Network Routes at Treharris.

Employment

4.8   The YMMA is an important and strategic employment area within the County Borough. There are 7 employment sites in the County Borough providing a total of 145 Ha of employment land, although one of these sites, the Welsh Water Offices in Nelson is closing, and it is likely that this site will change to another use, reducing this provision by 3.6Ha. In addition to this, land at Hawtin Park has recently been given planning permission for residential development. Conversely new employment provision has recently been delivered at Ty Du, Nelson in collaboration with the Council and the Welsh Government.

Table 4:   Employment Sites in the YMMA

Site Name	Settlement	Total Area (Ha)	Total Number of Units
Dwr Cymru Welsh Water Offices	Nelson	3.6	2
Tredomen Park	Ystrad Mynach	7.2	58
Ty Du	Nelson	18.8	11
Hawtin Park	Gellihaf	43.1	10
Dyffryn Business Park	Ystrad Mynach	40.6	90
New Road	Tiryberth	7.1	12
Penallta	Hengoed	25.5	55

4.9   The importance of this area for employment is not for its overall provision, however, but for the fact that YMMA is an administrative centre with a high proportion of the workforce employed in this area in the public sector, due to the location of the Council's Headquarter building at Ty Penallta, the Ysbyty Ystrad Fawr, the Police station, and Coleg Y Cymoedd in Ystrad Mynach. The opportunity exists for the YMMA to build on this basis with further extensions to the employment land.

Retail

4.10   Ystrad Mynach is the largest retail centre in the YMMA and the 5th largest centre in the County Borough. It operates as a minor sub-regional retail and service centre servicing the masterplan area and its periphery. The 2021 Annual Retail Survey indicated that there was a total of 89 units in the centre, nearly half of which were A1 retail units and a further third being A2 and A3 uses. The retail centre is characterised by local independent retailers, along with 2 national food retailers, and the centre has not been as adversely affected by Covid as other centre have been.

4.11   The other retail centre in the YMMA is at Nelson, which is a local centre catering for convenience needs of the local area. Other retailing in the YMMA is small scale neighbourhood provision to meet local needs.

Community, Leisure and Tourism

4.12   The YMMA is set within a striking landscape that includes the bowl-shaped landscape around Ystrad Mynach and the rock formations overlooking the

Tredomen/Nelson vale. Penallta Country Park with its sculptures and creative landscaping is located to the north west of Ystrad Mynach whilst Gelligaer Common has the potential to become a major component of the Valleys Regional Park.

4.13   The Sue Noake Leisure Centre is located in Ystrad Mynach providing sports and leisure facilities for the masterplan area, whilst the Centre for Sporting Excellence to the south of Ystrad Mynach has a facility catering for professional standard sport, including being the training base for the Newport Gwent Dragons.

4.14   The YMMA has a rich heritage with remains from as far back as the stone and bronze ages. Gelligaer Common is an historic landscape that includes the remains of Roman and prehistoric civilisations. The 16th Century Manor house of Llancaiach-Fawr is located just outside of Nelson, being both a museum and a community conference and event facility. Nelson itself contains the historic hand-ball court, a historic remnant of a sport that is still played today.

Key Opportunities and Issues

- The YMMA is well connected, and this should be utilised to maximise economic development opportunities, particularly in its links to Blackwood and Caerphilly.

- Links to the train station from the town centre and by bus services from elsewhere is poor and should be improved.

- The town centre offer should be enhanced and diversified to improve footfall and the night-time economy.

- Need to maximise the promotion and connectivity with the Valleys Regional Park to benefit the tourist economy.

- Need to build upon the strong public sector/administration presence in the area.

- Maximise the tourist opportunities arising from the County Borough's tourist and heritage assets and link them to other visitor attractions.

Settlement Hierarchy

Principal Centre – Ystrad Mynach
4.15   Ystrad Mynach is a Principal Centre, although one of the smallest in the County Borough with a population (including Tredomen) at the 2011 Census of just over 5,000. Despite its small size the centre still acts a retail and service centre for the YMMA. The main shopping provision in the town comprises two national supermarkets, namely Tesco and Lidl and over 80 other commercial units, with a strong focus on A1 retailing.

4.16   Notably, Ystrad Mynach is the main administrative centre for the County Borough as the location of the Council headquarters at Tredomen Business Park, as well as a main police station, Coleg y Cymoedd and the general district hospital, Ysbyty Ystrad Fawr. The Centre also has a comprehensive school, 3 primary schools (including 1 special needs school and 1 Welsh medium), a leisure centre, 2 GP surgeries and 2 pharmacies, as well as a range of other minor urban services.

4.17   Ystrad Mynach scores highly on the Sustainable Location Analysis with a score of 42, reflecting its high level of connectivity and the services and facilities it contains.

Given its high score and its identification as a Principal Centre, Ystrad Mynach is suitable to accommodate future growth.

Local Centre – Nelson

4.18   Nelson is a key peripheral settlement with a local retail centre containing a small supermarket and range of small shops serving the local area. The settlement (including its surrounds) had a population of just over 4,600 at the 2011 Census, making it only slightly smaller in size than the Principal Centre of Ystrad Mynach. The key difference between these settlements is the level of services and functions that they provide, with Nelson exhibiting a markedly lower level.

4.19   Nelson relates closely to settlements outside of the County Borough, including Treharris, Trelewis, Quaker's Yard and Abercynon. Nelson is particularly well located on the strategic highway network, being located on the A472 with direct access to the A470 route which connects the Heads of the Valleys and Cardiff. Consequently, Nelson has very good access to the south Wales coastal belt and the M4 and to the Midlands and west Wales via the A465 Heads of the Valleys Road.

4.20   It has been a long-standing aspiration of the Council to reinstate passenger services to the Cwmbargoed rail line that passes through Nelson. As part of this proposal, it is also an aspiration of the Council to create a station for Nelson on this line. This would provide direct access north towards Merthyr and south onto the Rhymney Valley line to Cardiff.

4.21   Nelson scored 42 on the Sustainable Location Analysis, reflecting its high level of connectivity, its employment development and its proximity to the Principal Centre of Ystrad Mynach. Given the high level of connectivity that Nelson has, in conjunction with its potential for economic growth and designation as a local centre, Nelson is suitable to accommodate future growth.

Residential Settlements – Cefn Hengoed, Gelligaer, Glan-y-Nant, Hengoed, Maesycwmmer, Penpedairheol, Penybryn, Tiryberth

Cefn Hengoed

4.22   The main function of Cefn Hengoed is as a residential dormitory area servicing the wider County Borough and is heavily reliant upon Ystrad Mynach and Blackwood for its services and facilities as it lacks its own.

4.23   Cefn Hengoed scored 29 on the Sustainable Location Analysis, reflecting its proximity to 2 rail stations, employment opportunities and to Ystrad Mynach and Blackwood Centres. Given its score and location Cefn Hengoed is suitable to accommodate some level of future growth.

Gelligaer

4.24   The main function of Gelligaer is as a residential dormitory area servicing the wider County Borough. Gelligaer has a small number of retail units providing local convenience provision, a GP surgery, pharmacy and a 2 primary schools.

4.25   Gelligaer is located on the edge of Gelligaer common and, as a result, has some tourist potential associated with the nodes of historic buildings and landscapes in the area, particularly Gelligaer, which is home to a Scheduled Ancient Monument in the form of the Roman Fort.

4.26   Gelligaer scored 23 on the Sustainable Location Analysis, scoring highly on its proximity to employment opportunities. Given its reasonable score and its potential for tourist related development, Gelligaer is suitable to accommodate a limited amount of development.

Glan-y-Nant
4.27   The primary role of Glan-y-Nant is as a dormitory residential area servicing the mid valleys corridor. In reality it relates more directly to Bargoed in the north due to its proximity, than to Ystrad Mynach in the south or Blackwood to the east.

4.28   Glan-y-Nant scored 28 on the Sustainable Location Analysis, reflecting the presence of a rail station in the settlement and the close proximity to employment opportunities. Given its score Glan-y-Nant is suitable to accommodate limited growth.

Hengoed
4.29   The main function of Hengoed is as a residential dormitory area servicing the wider County Borough and is heavily reliant upon Ystrad Mynach for its services and facilities as it lacks its own facilities. Hengoed does, however, have reasonable sustainable transport links including having its own rail station and good active travel connectivity with Hengoed Viaduct providing improved accessibility to Blackwood and Oakdale employment centre beyond.

4.30   Hengoed scored 32 on the Sustainable Location Analysis, a score that reflects its proximity to the Principal Centre of Ystrad Mynach and the presence of a rail station in the settlement. Given its location and high score Hengoed is suitable for future growth.

Maesycwmmer
4.31   Maesycwmmer is a dormitory residential settlement serving the mid valley corridor. There are a small number of shops along the A472 that form a neighbourhood centre and a number of other individual shops throughout the village. Maesycwmmer is particularly well located in terms of accessibility and sustainable transport. It is within walking distance of Hengoed rail station (as a result of the opening of Hengoed Viaduct for active travel) and easy cycling distance to the Principal Centres of Ystrad Mynach and Blackwood and the Local Centre of Newbridge. In addition to its proximity to Hengoed station, Maesycwmmer is also in reasonable cycling distance to Ystrad Mynach and Llanbradach Stations. In addition to this Transport for Wales is currently looking at proposals for the establishment of a mid-valleys rapid route that would use the A472 highway. Maesycwmmer's location on this route means that it is perfectly placed to maximise benefits when this route is brought forward. Maesycwmmer is also within reasonable cycling distance of the employment centre at Oakdale, and the employment sites in Ystrad Mynach Consequently Maesycwmmer is well located in terms of sustainable transport, services and facilities and for employment. Whilst Maesycwmmer scores a moderate 21 on the Sustainable Location Analysis (a score reflecting that the transport nodes and centres are not within the settlement) in connectivity terms Maesycwmmer is extremely well located and is therefore, suitable to accommodate future growth.

4.32   Previously, the Council had identified a significant urban extension of Maesycwmmer as a potential strategic mixed-use development that would provide a

large amount of housing with associated facilities and infrastructure enhancements, including the provision of an access road for the site that would provide relief for the current pinch point on the congested A472. The Council identified a strategic site here because of the benefits that a large-scale development would realise in delivering significant much-needed new market and affordable housing along with the provision of new, and improvements to existing, infrastructure and facilities. This remains the case.

4.33   Future Wales policy 6 promotes a town centre first approach to future growth, seeking to focus new development towards existing towns and cities. In implementing this policy in the County Borough this would mean focussing development on the Principal Centres first and then the Local Centres after. The Preferred Strategy for the 2RLDP identifies a Strategic Site as a fundamental part of the overall strategy, with a focus on town centres and metro nodes being the primary two pillars.

4.34   When considering the suitability of the Principal and Local Centres to accommodate a strategic level site, all of the centres have constraints that would prevent the identification of a large-scale site:

- **Caerphilly**: The only real large scale expansion area for Caerphilly is to the east, which would require a significant incursion into a high value landscape that has previously engendered very significant objection. Whilst a small number of sites could be allocated in Caerphilly these would not realise the benefits that a strategic site would bring.

- **Ystrad Mynach:** The only realistic area for a large-scale land release related to Ystrad Mynach would be along the A472 corridor that would result in linear development toward the Local centre of Nelson. Whilst there is the potential to incorporate employment development as part of this option, the resulting linear development would significantly erode the gap between the Principal and Local Centres and as such would be inappropriate.

- **Blackwood**: The centre of Blackwood is already densely developed and there are few development opportunities other than on the outskirts of the settlement. Large scale development around Blackwood would result in significant erosion of existing green spaces and coalescence of settlements that would not be appropriate in planning terms.

- **Risca/Pontymister:** This settlement is severely restricted by topography and flood risk issues which effectively prevent the identification of any large-scale sites.

- **Bargoed**: Located in the Heads of the Valleys area viability is always going to be a real problem for a largescale development site. In addition to this, issues relating to the former mining and iron industries mean that a lot of the land around the settlements in the Heads of the Valleys are constrained or at the very least, would be very costly to remediate for development. Given this a strategic site in the Bargoed area would be unviable.

- **Bedwas:** Bedwas is largely constrained due to the surrounding settlement, topography and the legacy of the coal and iron industries. It would not be possible to identify a site large enough to accommodate a strategic site.

- **Nelson:** As outlined for Ystrad Mynach above, identifying a large site at Nelson would result in linear development that would not be appropriate in planning terms.

- **Newbridge:** Newbridge is significantly constrained by topography and the fact that it is surrounded by other settlements. Consequently it would not be possible to identify a strategic site in Newbridge.

  Rhymney: Whilst there is a lot of open land around Rhymney, including north of the A465, it suffers from the same issues that are identified for Bargoed above, i.e., viability and the legacy of the former industries. A strategic site in this location would not be viable.

4.35 With the Principal and Local Centres not being suitable for the identification a of a strategic site, Maesycwmmer represents the best location for such a site, given its sustainable location and ability to accommodate large scale development. Consequently, Maesycwmmer is suitable to accommodate future growth and is the preferred location for a strategic site.

Penpedairheol
4.36 Penpedairheol is a residential area located to the north of the masterplan area. It lies on the boundary with the Gelligaer Common and in close proximity to the roman remains. Penpedairheol has some tourist potential linked to the historic remains in the immediate area. However, the settlement is quite isolated from the main centres and transport nodes.

4.37 Penpedairheol scored 17 on the Sustainable Location Analysis and given this score and its relatively isolated location Penpedairheol is only suitable for limited future growth, other than tourist related development associated with the local heritage.

Penybryn
4.38 Penybryn is a primarily residential area located to the north west of the YMMA. Due to its proximity to Penallta Country Park and Gelligaer Common, Penybryn does have some potential for tourist growth.

4.39 Penybryn scored 23 on the Sustainable Location Analysis, reflecting its proximity to Ystrad Mynach and, more directly, its proximity to employment opportunities. Given its score and its location Penybryn is suitable to accommodate some level of future growth.

Tir-y-berth
4.40 Tir-y-berth is located in the north east of the YMMA and its role is as a residential and employment centre serving the mid valleys area. It is a linear settlement that reflects local topography and is surrounded by other settlements limiting its potential for future growth. Tir-y-berth links equally to the Principal Centres of Bargoed in the north, Ystrad Mynach in the south and Blackwood to the east, although it is fairly remote from each of them.

4.41 Tir-y-berth scored 27 on the Sustainable Location Analysis based on its connectivity to multiple centres but primarily due to the presence of employment opportunities in the settlement. Given its score and relative location Tir-y-berth is suitable to accommodate limited future growth, where appropriate sites are identified.

5 LOWER EBBW AND SIRHOWY VALLEYS MASTERPLAN AREA

Overview of the Masterplan Area

5.1 The Lower Ebbw and Sirhowy Valleys Masterplan Area (LESVMA) is located on the south eastern side of the County Borough, north of Newport, and is comprised of 6 wards, namely:

- Abercarn
- Crosskeys
- Newbridge
- Risca West
- Risca East
- Ynysddu

5.2 The LESVMA is comprised of two valleys, associated with the Ebbw and Sirhowy rivers. Both rivers are located within steep-sided narrow valleys separated and surrounded by mountain plateaux. The settlement areas cover only a small percentage of the total area of the LESVMA and are predominantly focussed on the valley floors. The majority of settlements in the area grew from the mining industry, although the main settlement of Risca/Pontymister was based on metal fabrication. The LESVMA has strong links to Newport, rather than Cardiff, due to the former mining industry and its links through to the Newport Docks. Flooding is a particular issue for the Masterplan Area due to the settlements being focussed on the valley floors due to topography.

5.3 At the 2011 Census, the Masterplan Area had a population of just over 30,000 Lower Ebbw Valley is significantly built up throughout its length, whilst the Lower Sirhowy Valley is characterised by isolated settlements separated by open space. The LESVMA in a main employment area for the County Borough, with a principal retailing centre at Risca/Pontymister. The area also has a significant tourist potential, with several attractions located throughout the Masterplan Area.

5.4 Flooding is a particular issue for the Masterplan Area due the settlements being focussed on the valley floors due to topography. This along with the topography of the area means that there is little suitable land available for development in the Masterplan Area.

Accessibility and Transport

5.5 Transport and accessibility differs between the two valleys. The Ebbw Valley is located on the Ebbw Valley Rail Line and has stations at Newbridge, Crosskeys and Risca, with a further station just south of the County Borough boundary at Pye Corner. Two rail services operate on this line, an hourly service to Cardiff and an hourly service to Newport, although both services run in the first quarter of each hour.

5.6 In addition to the rail service the Ebbw Valley is well served by bus, with a 12-minute service between Newport and Blackwood and an hourly service between Newport and Brynmawr.

5.7   By contrast the Sirhowy Valley is only served by an hourly service between Newport and Tredegar. The valley is not located on a rail line and the nearest station to the southern end of the valley is at Crosskeys and the northern end is Hengoed, both a significant distance way.

5.8   Network Rail are in the process of upgrading the railway between Newport and Ebbw Vale so that passengers will benefit from more rail services in the future on the line.   Funded by Blaenau Gwent County Borough Council, supported by a loan from the Welsh Government, the £70m investment will allow a new hourly passenger service between Ebbw Vale Town and Newport.

5.9   National Cycle Route 47, which runs from Newport to Fishguard, runs through Risca and the Sirhowy Valley. More local active travel routes run throughout the area providing accessibility to the main centres.

5.10   The Lower Ebbw Valley has good links to the strategic highways network with the A467 connecting the Valley to the M4. The northern part of the LESVMA also has excellent cross valley links due to its position on the A472.

Employment

5.11   The LESVMA is a key employment area within the County Borough having 8 employment sites with a total area of 87.6 Ha of land currently accommodating 113 units. The employment sites in the Masterplan Area are established sites and no allocated employment land is currently available to develop new units. The existing employment base is composed of a wide range of employment sectors, although much like the rest of the county borough the dominant sector is manufacturing.

Table 5:   Employment Sites in the LESVMA

Site Name	Location	Total Area (Ha)	Total Number of Units
North Celynen (south)	Newbridge	9.1	1
North Celynen (north)	Newbridge	4.2	1
Croespenmaen	Croespenmaen	6.5	2
Prince of Wales	Abercarn	23.3	62
Nine Mile Point	Cwmfelinfach	15.7	18
Blackvein	Wattsville	7.4	8
Newtown	Crosskeys	8.3	13
Park Road	Risca	0.7	6
Rogerstone Park	Pontymister	12.4	2

Retail

5.12   The largest retail centre in the LESVMA is located at Risca/Pontymister. The Council's 2021 annual retail survey identified 105 units in the centre with 40% of the units being A1 retail. The Centre is a linear centre of considerable length and is generally characterised by local independent retailers with a handful of regional or national multiples. There are 3 food superstores in the centre, but 2 of these lie on the periphery of the centre meaning that these tend to be more car-borne locations.

5.13 The Risca/Pontymister centre has fared comparatively well when compared to the other centres in the County Borough. Whilst the vacancy rate at the 2021 annual retail survey stood at just over 12%, the centre itself has suffered less retail losses than other towns and remains a thriving centre.

5.14 The LESVMA also contains the largest Local Centre in the County Borough at Newbridge. This centre has a total of 75 units with 45% of them being A1 retailing with a vacancy rate of 12%, similar to Risca/Pontymister. Newbridge is a more compact centre, occupying a small number of interconnected streets. Newbridge is characterised by a high number of independent local retailers with only a few regional or national multiples. Unfortunately the Co-op food store, which occupied a central location in the centre by the rail station, has recently closed and this leaves Newbridge without any major food store representation.

5.15 There are neighbourhood centres providing for local shopping needs located in Abercarn, Cwmcarn, Cwmfelinfach and Crosskeys, whilst other settlements contain isolated or small numbers of retail units catering for neighbourhood convenience needs.

Community, Leisure and Tourism

5.16 The LESVMA has a significant visitor economy with many attractions and features including Cwmcarn Forest Drive, The Monmouthshire and Brecon Canal, The Sirhowy Country Park and the Newbridge Memo. The Forest Drive and the canal are currently the subject of enhancement proposals that will see their activities expand. There is significant scope to increase the tourist potential in this area, particularly through the provision of tourist accommodation and linking attractions together.

5.17 There are two leisure centres, one at Risca and the other at Newbridge, and there are a number of public parks and sports pitches throughout the Masterplan Area. In addition to this the mountain plateaux around the valleys contains significant amounts of common land.

5.18 The conversion of the former cinema in Risca provided a library in the Principal Centre, the third within the Masterplan as a whole.

Key Opportunities and Issues

- There is a strong employment base in the area with manufacturing being the main sector. New development is required to further diversify the employment base.

- There is a strong tourism offer in the Masterplan Area that also needs to be enhanced, particularly in terms of maximising opportunities for the provision of visitor accommodation.

- The Ebbw Valley has good public transport links with three rail stations that provide good access to both Newport and Cardiff.

- Network Rail are in the process of upgrading the railway between Newport and Ebbw Vale so that passengers will benefit from more rail services in the future on the line. The £70m investment will allow a new hourly passenger service between Ebbw Vale Town and Newport which will improve the connectivity of the area within the wider CCR.

- There are limited development and redevelopment opportunities in the Masterplan Area due to flood risk issues and the topography of the area.

Settlement Hierarchy

Principal Centre – Risca/Pontymister

5.19   Risca/Pontymister, whilst two communities, are considered together as they form a continuous settled area with integrated services and facilities. It is the largest settlement in the Masterplan Area and is the principal retailing centre, being a minor sub-regional retail centre providing services and facilities throughout the Masterplan area.

5.20   It is well serviced by public transport with a rail station and very regular bus services that provide accessibility south to Newport and north to Blackwood and Brynmawr.

5.21   The flood alleviation works in Risca have assisted in alleviating some of the issues that a number of small redevelopment sites in the centre have previously faced. However, development and redevelopment in the centre is still difficult due to flood risk issues and future development is likely to have to take place on the periphery of the existing settlement.

5.22   Risca-Pontymister scored 36 on the Sustainable Location Analysis. This is the lowest of the Principal Centre scores, but this score is reduced by the distance of the centre from the Local Centre at Newbridge. Risca/Pontymister is served by the same frequent bus services from Newport to Blackwood that the Local Centre of Newbridge is, so the lack of proximity to a bus station is not reflective of its true position. As a Principal Centre, Risca/Pontymister is suitable to accommodate growth where appropriate sites are identified.

Local Centre – Newbridge

5.23   Newbridge is the second largest town within the Masterplan Area and the largest of the Local Centres. At the 2011 Census, Newbridge had a population of around 6,500. It is a small town that services the immediate local area and also serves an important role providing leisure, community and education facilities. Newbridge is strategically located at the junction of the A467 and A472 that are served by mainline bus services and is also located on the Ebbw Valley Rail Line with a station in the centre of the settlement.

5.24   Newbridge score highly on the Sustainable Location Analysis with a score of 49, the second highest score behind Caerphilly. This high score reflects its strategic location and public transport that serves it. As a Local Centre Newbridge is suitable to accommodate future growth, although the topography of the area may limit the level of development that can be achieved here.

Residential Settlements – Abercarn, Brynawel, Crosskeys, Cwmcarn, Cwmfelinfach, Pantside, Pentwynmawr, Pontywaun, Wattsville, Wyllie, Ynysddu

Abercarn

5.25   The primary function of Abercarn is a residential and employment centre serving the wider area. It contains the largest employment site in the LESVMA (Prince of Wales

estate). While it is located on the Ebbw Valley Rail Line it does not have a rail station, with Newbridge being the nearest station to it, but is served by the frequent bus service between Newport and Blackwood.

5.26 Abercarn scored 21 on the Sustainable Location Analysis reflecting its employment focus and proximity to Newbridge. Its moderate score and employment focus mean that Abercarn is suitable for future growth although the availability of suitable sites is likely to be restricted due to topography.

Brynawel

5.27 Brynawel is a residential settlement located to the southern end of the Lower Sirhowy Valley. Its primary function is as a residential dormitory settlement for the wider area. The Lower Sirhowy Valley is only served by an hourly bus service and is not located on either the Rhymney or Ebbw Valley Rail Lines. Consequently, it is not well-located in accessibility terms.

5.28 Brynawel scored 15 on the Sustainable Location Analysis but this is heavily skewed due to its proximity to employment. Due to its low score and lack of accessibility Brynawel is not suitable for future growth other than small scale infill development.

Crosskeys

5.29 The primary function of Crosskeys is as a residential area. There is also a strong educational role, due to the presence of Further Education College, and an employment role for the settlement. Crosskeys has a railway station located on the Rhymney Valley Rail Line and is served by the frequent Newport to Blackwood bus service.

5.30 Crosskeys scores 24 on the Sustainable Location Analysis reflecting its good accessibility and proximity to employment. Consequently, Cwmcarn is suitable for future growth, although topography and flood risk issues may severely restrict potential developable land.

Cwmcarn

5.31 The primary function of Cwmcarn is as a residential dormitory town for the wider area. Cwmcarn also has a significant tourist role with Cwmcarn Forest Drive adjoining the settlement and the Monmouthshire and Brecon Canal going through it. It lies to the south of Abercarn, which is an employment centre.

5.32 Cwmcarn scored 25 on the Sustainable Location Analysis, reflecting its reasonable connectivity and proximity to employment opportunities. Cwmcarn is suitable for limited future growth, although topography may restrict the potential land available for development.

Cwmfelinfach

5.33 Cwmfelinfach is a residential settlement located in the middle of the Lower Sirhowy Valley. Its primary function is as a residential dormitory settlement for the wider area. The Lower Sirhowy Valley is only served by an hourly bus service and is not located on either the Rhymney or Ebbw Valley Rail Lines. Consequently, it is not well-located inaccessibility terms.

5.34 Cwmfelinfach scored 14 on the Sustainable Location Analysis, primarily reflecting its proximity to employment opportunities. Whilst redevelopment opportunities for

visitor accommodation exist in the settlement, Cwmfelinfach is not suitable for future growth other than small scale infill development.

Pantside

5.35   Pantside is a suburb of Newbridge located on the rising land to the east. Its primary function is as a residential dormitory settlement serving Newbridge and the wider area.

5.36   Pantside scored 33 on the Sustainable Location Analysis, reflecting its proximity to Newbridge and the accessibility and facilities it provides. However, Pantside is largely located on the eastern valley side and the topography and mining issues in the area will severely restrict any potential for development. Consequently, Pantside is not suitable for future growth other than small scale infill development.

Pentwynmawr

5.37   Pentwynmawr lies on the western boundary of the LESVMA, roughly halfway between Newbridge and Blackwood. Its principal role is as a residential dormitory settlement serving the wider area.

5.38   Pentwynmawr scored 24 on the Sustainable Location Analysis, reflecting its proximity to both Blackwood and Newbridge. Whilst being well located and being on the frequent bus service between Blackwood and Newbridge there is limited scope for this settlement to accommodate future growth. Consequently, Pentwynmawr is suitable for limited future growth.

Pontywaun

5.39   Pontywaun is located on the eastern side of the Ebbw Valley between Cwmcarn in the north and Crosskeys in the south. Pontywaun Garden Suburbs was developed in the period before the start of the first world war and was a good example of the garden suburb design applied to a valley setting. It remains an important local historic area for this reason. Pontywaun's role is as a residential suburb (as it was when it was originally planned) serving the wider area.

5.40   Pontywaun scored 21 on the Sustainable Location Analysis reflecting its proximity to Crosskeys and the employment and accessibility it provides. Whilst Pontywaun is reasonably located, its potential for future growth is limited due to its historic importance and the topography of the valley. Consequently, Pontywaun is only suitable for limited future growth.

Ty Sign

5.41   Ty Sign is a suburb of Risca located on the northern side of the valley. It was built in the 1960s as a satellite village for the then expanding Llanwern steelworks. Its principal role remains as a residential settlement serving the wider area.

5.42   Ty Sign scored 25 on the Sustainable Analysis, reflecting is close proximity to Risca/Pontymister. Due to its proximity to Risca, the rail Station and the frequent Newport to Blackwood bus service, Ty Sign is a reasonably well-located settlement. Given the flood risk issues that exist in Risca, Ty Sign's location on the northern side of the valley could provide growth opportunities for Risca/Pontymister Consequently the Ty-Sign area is suitable for future growth.

Wattsville

5.43　Wattsville is a residential settlement located on the lower end of the Lower Sirhowy Valley. Its primary function is as a residential dormitory settlement for the wider area. The Lower Sirhowy Valley is only served by an hourly bus service and is not located on either the Rhymney or Ebbw Valley Rail Lines. Consequently, it is not well-located in accessibility terms.

5.44　Wattsville scored 17 on the Sustainable Location Analysis which is heavily skewed by its proximity to employment opportunities. The settlement is not very well connected by sustainable transport although there are good active travel routes to Risca. Given its low score and issues with accessibility, Wattsville is not suitable for future growth other than small scale infill development.

Wyllie

5.45　Wyllie is a residential settlement located on the northern end of the Lower Sirhowy Valley. Its primary function is as a residential dormitory settlement for the wider area. The Lower Sirhowy Valley is only served by an hourly bus service and is not located on either the Rhymney or Ebbw Valley Rail Lines. Consequently, it is not well-located in accessibility terms.

5.46　Wyllie scored 16 on the Sustainable Location Analysis which reflects its location remote from the Principal and Local Centres. It scores well on proximity to employment opportunities, although this is to a relatively small employment site with further opportunities being further away. Given its location and relatively low score Wyllie is only suitable for very limited growth.

Ynysddu

5.47　Ynysddu is a residential settlement located in the middle of the Lower Sirhowy Valley. Its primary function is as a residential dormitory settlement for the wider area. The Lower Sirhowy Valley is only served by an hourly bus service and is not located on either the Rhymney or Ebbw Valley Rail Lines. Consequently, it is not well-located in accessibility terms.

Ynysddu scored just 6 on the Sustainable Location Analysis, one of the lowest scores recorded. This score reflects the settlement's isolated location and lack of accessibility. Given this low score Ynysddu is not suitable for future growth

6   CAERPHILLY BASIN MASTERPLAN AREA

Overview of the Masterplan Area

6.1   The Caerphilly Basin Masterplan Area (CBMA) is located in the south of the County Borough and is comprised of 8 wards, namely:

- Aber Valley

- Bedwas and Trethomas

- Llanbradach

- Machen and Rudry

- Morgan Jones

- Penyrheol

- St Martins

- Van

6.2   The Caerphilly Basin is the southernmost Masterplan Area in the County Borough and adjoins the City of Cardiff on its southern boundary. At the 2011 Census the CBMA had a population of around 55,000, with the majority of that population being located within Caerphilly town, the largest town in the County Borough. The settlement pattern comprises the large central hub of Caerphilly and linear development, in three directions - the Aber Valley that follows the line of the Nant Yr Aber; the Machen valley that follows the line of the River Rhymney; and Llanbradach to the north along the line of the River Rhymney.

6.3   Whilst included within the same Masterplan Area, there are marked differences in its settlements. Caerphilly town is the principal town in the Masterplan Area and lies north of Cardiff. It is laid out as a typical town with a central core and suburbs of housing and mixed use surrounding it. The Aber Valley is markedly different. It is largely comprised of the settlements of Abertridwr and Senghenydd that are characterised by linear terraced development associated with the historic mining activity in the valley. These settlements exhibit similar characteristics to settlements in the HoVMA, with low land prices, little development pressure and high levels of deprivation. The eastern part of the Caerphilly Basin is again different in character with more isolated settlements in a rural setting. This area is comprised of the settlements of Bedwas, which is a suburb of Caerphilly, Trethomas, Graig-y-Rhacca and Machen, with the small, isolated villages of Draethen, Rudry and Waterloo. To the north of Caerphilly lies Llanbradach, a former mining settlement characterised by linear terraces along the bottom of the Rhymney valley. Less than 20% of the land in the Masterplan Area is taken up by settlements.

Accessibility and Transport

6.4   The Rhymney Valley Rail Line runs through the centre of the CBMA with one station in Llanbradach and 3 stations in Caerphilly (Churchill and Energlyn, Aber, Caerphilly). This provides a frequent service south to Cardiff and North to Ystrad Mynach, Bargoed and Rhymney. Caerphilly also contains a bus interchange with services that link the CBMA to Newport in the East, Cardiff to the south, Nantgarw and Pontypridd in the west and Ystrad Mynach, Blackwood and Bargoed in the north.

6.5   National Cycle Route 4, which runs from London to Fishguard, runs through Caerphilly linking it directly to Newport in the east and Nantgarw and Pontypridd in the west and to Cardiff in the south via National Cycle Route 8. National Cycle Route 475 (Aber Valley Cycle Route) links Caerphilly to Senghenydd and serves the settlements in the Aber Valley.

6.6   Caerphilly is centrally located in terms of the strategic highway network with the A468 (A469) running through the Masterplan area from Newport in the east to Nantgarw in the west (linking to the A470 to Cardiff and Merthyr) and the A469 running north through the County Borough.

6.7   Overall Caerphilly town is well located in transport terms, having a high degree of accessibility in all directions, although links east to Newport do not have the benefit of a rail service. However, it has been a long-standing Council aspiration to reopen the Caerphilly / Newport rail line for a rapid transit route that would provide faster and better links to the City of Newport.

Employment

6.8   The CBMA is a major employment centre providing over 120 Ha of employment land with over 600 units. There is a small amount of land available for new employment development in the Caerphilly Basin (6.9 ha), but additional land needs to be identified to meet the high demand for employment land in the Masterplan area.

Site Name	Settlement	Total Area (Ha)	Total Number of Units
Pantglas	Bedwas	31.8	75
Bedwas House	Bedwas	29.9	171
Caerphilly Business Park	Caerphilly	15.1	178
Pontygwindy Road	Caerphilly	16.8	98
Trecenydd	Caerphilly	10.2	35
Western	Caerphilly	16.5	61

Retail

6.9   Caerphilly is the largest retail centre in the County Borough with over 230 units as of the 2021 annual survey. Forty percent of the units in the centre are A1 retail and in 2021 there was a vacancy rate of 9.9%, the lowest in the County Borough (outside of edge of centre retail parks). Caerphilly's role is as a sub-regional centre that services the County Borough and the wider area, although competition from Cardiff and retail centres in Rhondda Cynon Taf have significant impacts on the performance of the town. The centre itself has two markedly different parts with the northern end of town containing the more modern Castle Court development and surrounding units that face the Castle, and the southern end, towards the rail/bus interchange, being more traditional and older terraced units. Due to their different characters and locations the centre as a whole exhibits a range of issues. Caerphilly Town is the subject of significant regeneration focus that will look to improve and enhance the town centre.

6.10   Bedwas is the second largest centre in the Masterplan Area and acts as a local centre providing services and retailing to the immediate area. The presence of the Gallagher Retail Park on the outskirts of Caerphilly, close to Bedwas has a significant effect, attracting major food retailing and other spend from the area.

6.11   Machen has a local retail centre that serves the immediate area and includes a small-scale food store. Neighbourhood retailing is also available in Llanbradach, Abertridwr and Senghenydd catering for local convenience needs.

Community, Leisure and Tourism

6.12   Caerphilly town provides a wide range of services and facilities that serve the Masterplan Area. Caerphilly is also home to the most disadvantaged area in the County Borough around Lansbury Park. The Council has devoted significant resources to addressing the issues at Lansbury Park and Caerphilly town is the focus of major regeneration proposals that seek to enhance the town.

6.13   Caerphilly has a leisure centre, although the Council are currently considering proposals for the creation of a new centre closer to the heart of the town centre and there is also a leisure centre in Bedwas. The area is reasonably served by open spaces and sports provision with a number of public parks, open areas and sport pitches available in the Masterplan Area.

6.14   Cadw is investing £5m in Caerphilly Castle with the intention of upgrading it to a tier 1 tourist attraction that will attract a high level of visit. Regeneration works are also proposed to complement this to provide ancillary facilities that can maximise the benefits of the increased tourist numbers.

Key Opportunities and Issues

- Land allocated for employment development in CBMA is almost depleted whilst there is still a high level of demand for employment land. Additional employment sites are required to be identified.

- Future Wales identifies Caerphilly within the area of national growth, and Caerphilly town specifically as a location for regeneration and sustainable growth. Therefore, an appropriate level of growth needs to be identified in order to be in conformity with these National Development Framework.

- There is a need to provide significant levels of affordable housing in the Masterplan Area.

- The investment in Caerphilly Castle and the focus on regeneration in Caerphilly Town up to 2035 provides the basis for enhancing Caerphilly's role as a sub-regional centre.

- Whilst well located in accessibility terms, links to the east are not as well served as other destinations and could be improved.

- The range and type of housing stock in the Aber Valley needs to be widened, particularly with market housing.

Settlement Hierarchy

Principal Centre - Caerphilly

6.15   Caerphilly is the largest town within the County Borough, accommodating approximately one third of the total population of the local authority area. Caerphilly's origins date back to the construction of the Norman castle, which was started in 1267. A settlement quickly sprang up around the castle and remained largely unchanged until after the Civil War, when the settlement developed into a market town. In the nineteenth century the industrial revolution fuelled the growth of the town and Caerphilly emerged as the main town in the area.

6.16   Caerphilly's close proximity to Cardiff and Newport restricts its catchment area and it suffers from competition from the two Cities as a consequence. As a result, a significant level of retail spend is being lost. It also plays an important role in the strategic context as a satellite and dormitory town for Cardiff. Caerphilly undoubtedly provides housing for the employment base in Cardiff, and a significant level of retail expenditure is also lost to the capital city, however there is potential for the Town to function as a district centre for North Cardiff.

6.17   Caerphilly is currently the focus of major investment that will enhance its role as a sub-regional centre. Significant investment is being expended on improving the rail/bus interchange in Caerphilly centre, to provide a new facility that provides a unique experience for those who travel there. In addition to this there are a number of regeneration projects proposed throughout the town and these are set out in Caerphilly Town 2035. Cadw are also investing in Caerphilly Castle to upgrade it to a tier 1 attraction significantly increasing the current 100,000 plus visits it gets. Overall, the regeneration of Caerphilly provides opportunities for new, much needed development to take place, but further growth beyond the current settlement limits is also required to accommodate the growth of the town to meet the national growth aspirations contained in Future Wales 2040 and Cardiff Capital Region's economic aspirations.

6.18   Caerphilly scored 51 on the Sustainable Location Analysis, the highest of any settlement, and contains all of the services considered in the service and facility assessment. As a Principal Centre with a very high score Caerphilly is suitable for future growth in accordance with Future Wales Policies and Cardiff Capital Region's economic aspirations.

Local Centre - Bedwas
6.19   Bedwas is a suburb of Caerphilly located on its north-eastern edge. It is an employment centre with two large employment sites and a residential centre catering for the wider area. It has a small retail centre that provides local retailing, but due to the proximity of Caerphilly Town Centre and the Gallagher Retail Park its retail potential is limited and a lot of spend goes outside of the settlement. Bedwas also has a secondary school, 2 primary schools, a library, a leisure centre and a GP surgery and pharmacy.

6.20   Bedwas scored 33 on the Sustainable Location Analysis, primarily due to it being a Local Centre and its employment function. It loses out on proximity to bus and rail stations, but these are located fairly closely in Caerphilly Town. Given its identification as a Local Centre and its relatively high score, Bedwas is suitable for future growth, although appropriate land may be difficult to identify due to the fact that the settlement is largely constrained by other settlements.

Residential Settlements – Abertridwr, Draethen, Graig-Y-Rhacca, Llanbradach, Machen, Rudry, Senghenydd, Trethomas, Waterloo

Abertridwr

6.21 Abertridwr is one of two main settlements within the Aber Valley. Abertridwr is predominantly residential in nature and contains a small neighbourhood retail centre. Abertridwr portrays characteristics of settlements located to the north of the County Borough, within the former coalmining areas, with linear terraced streets surrounded by the remnants of the former mining industries. Viability levels are also low, and the area is characterised by low land values. This is in stark contrast to the remainder of the Caerphilly Basin, which is characterised by high levels of development pressure and a potential for significant in-migration. The residential role and function of Abertridwr, in conjunction with Senghenydd, complements the overall functioning of the Basin as a whole.

6.22 Abertridwr scored 8 on the Sustainable Location Analysis and this is primarily due to its location in an isolated valley that connects directly to the Principal Centre of Caerphilly. Despite its low score, the Aber Valley settlements do provide an important residential function supporting the rest of Caerphilly and, unlike other parts of the Masterplan Area, there is land suitable for accommodating limited future growth. In addition, housing development in the Aber Valley would provide the added benefit of diversifying the range and type of housing in the Aber Valley. Consequently, despite its low score, Abertridwr is suitable for limited future growth.

Draethen

6.23 Draethen is a small, isolated settlement located to the east of Caerphilly. Its primary function is as a residential dormitory for the wider area.

6.24 Draethen scored just 2 on the Sustainable Location Analysis, the joint lowest score of any settlement. Given its very low score and its isolated position Draethen is not suitable for future growth other than small scale infill development where that would not adversely the character of the area.

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Graig-Y-Rhacca

6.25 Graig-y-Rhacca is a predominantly residential settlement comprised of two parts, a large Council estate in the north (Upper Graig y Rhacca) and a smaller market housing-based element to the south (Lower Graig Y Rhacca), adjoining the main A468 road to Newport. Graig-y-Rhacca is separated from the Bedwas and Trethomas suburbs of Caerphilly by an area of open land, although it operates as an extension of this urban area.

6.26 Graig-y-Rhacca scored 27 on the Sustainable Location Analysis and this reasonable score is based on its proximity to Bedwas Local Centre and employment opportunities in Bedwas. Despite its reasonable score, Graig-y-Rhacca is more remotely located than either Trethomas or Bedwas. However, it does have scope to accommodate additional development, although this would be limited due to its location. Graig-y-Rhacca is suitable for limited future growth.

Llanbradach

6.27 Llanbradach is long linear development following the River Rhymney. Its primary function is as a residential centre serving the wider area. Llanbradach has a neighbourhood retail centre and is located on the Rhymney Valley Rail Line with its own station. Currently the station has limited park and ride facilities, but it has been a long-standing Council ambition to create a new, large-scale park and ride facility, which would require the relocation of the station that could also provide opportunities for additional or ancillary employment development. Llanbradach is restricted due to the steep topography of the western side of the valley and by the flood risk issues associated with the River Rhymney.

6.28 Llanbradach scored 25 on the Sustainable Location Analysis based primarily on the fact it has a rail station. However, if the new park and ride goes ahead with its ancillary employment uses the score for Llanbradach would be significantly increased. Given its location, accessibility and its reasonable score, Llanbradach is suitable for future growth, although the amount of growth may be limited by topography and flood risk issues.

Machen

6.29 Machen is a residential village located on the A468 Newport Road. Its primary function is as a residential centre serving the wider area. It has a neighbourhood retail centre serving local convenience needs, a low level of facilities that include a primary school and a GP surgery. It has a limited bus service linking to Newport and Caerphilly.

6.30 Machen scored 6 on the Sustainable Location Analysis, reflecting its isolated location. Given this Machen is not suitable for future growth other than small scale infill development.

Rudry

6.31 Rudry is a small, isolated settlement located to the east of Caerphilly. Its primary function is as a residential dormitory for the wider area. The only facilities that Rudry has are a primary school and a Community Centre. Rudry is not located on a sustainable transport route or corridor, having only 1 bus service that runs less than hourly.

6.32 Rudry scored 17 on the Sustainable Location Analysis, the whole of the score coming from the proximity of Rudry to Caerphilly in cycling terms. Given its isolated position and low score Rudry is not suitable for future growth other than small scale infill development.

Senghenydd

6.33 Senghenydd is one of two main settlements within the Aber Valley. Senghenydd is located at the head of the Aber Valley, is predominantly residential in nature and contains a small neighbourhood retail centre. Senghenydd portrays characteristics of settlements located to the north of the County Borough, within the former coalmining areas, with linear terraced streets surrounded by the remnants of the former mining industries. Viability levels are also low, and the area is characterised by low land values. This is in stark contrast to the remainder of the Caerphilly Basin, which is characterised by high levels of development pressure and a potential for significant in-migration. The residential role and function of Senghenydd, in conjunction with Senghenydd, complements the overall functioning of the Basin as a whole.

6.34 Senghenydd scored 2 on the Sustainable Location Analysis, the joint lowest score of any settlement. Its low score is primarily due to its location in an isolated valley that connects directly to the Principal Centre of Caerphilly. Despite its low score, the Aber Valley settlements do provide an important residential function supporting the rest of Caerphilly and, unlike other parts of the Masterplan Area, there is land suitable for accommodating limited future growth. In addition, housing development in the Aber Valley would provide the added benefit of diversifying the range and type of housing in the Aber Valley. Consequently, despite its very low score, Senghenydd is considered suitable for limited future growth.

Trethomas

6.35 Trethomas is suburb of Bedwas, located on its eastern edge. It is comprised of a small number of interconnected terraced housing and associated open spaces. It is a predominantly residential settlement serving the wider Bedwas area.

6.36 Trethomas scored 29 on the Sustainable Location Analysis and this score is based heavily on its proximity to Bedwas Local Centre and employment opportunities in Bedwas. Despite its reasonable score, Trethomas is constrained on all sides by existing settlement. Consequently, Trethomas is only suitable for limited future growth.

Waterloo

6.37 Waterloo is a small, isolated village located to the east of Caerphilly and south of Graig-y-Rhacca. Waterloo's role is as a residential dormitory for the wider area. The village adjoins a large brownfield site, the former paintworks, which could be reclaimed for potential development. However, the site has not come forward for development during the last plan period and there are significant concerns over the viability of this site.

6.38 Waterloo scored 9 on the Sustainable Location Analysis, one of the lowest scores and it scored only on its proximity to Bedwas centre and the employment opportunities in Bedwas. Due to its isolated location and its low score Waterloo is not suitable for future growth.

Appendix 1: Sustainable Settlement Hierarchy

Principal Centres (Future Wales Targeted Settlements):-

Bargoed
Blackwood
Caerphilly
Risca/Pontymister
Ystrad Mynach

Local Centres (Future Wales Targeted Settlements):-

Bedwas
Nelson
Newbridge
Rhymney

Residential Centres

Suitable For Accommodating Growth	Suitable for Limited Growth only	Not Suitable for Accommodating Growth
Aberbargoed Abercarn Cefn Hengoed Crosskeys Gilfach Llanbradach Maesycwmmer Oakdale Pontllanfraith	Abertridwr Cefn Fforest Croespenmaen Crumlin Cwmcarn Fleur-de-Lis Gelligaer Glan-y-Nant Graig-y-Rhacca Hengoed Llechryd New Tredegar Pengam Penpedairheol Pentwynmawr Penybryn Pontlottyn Pontywaun Senghenydd Trethomas Tir-y-berth Wyllie	Aberbeeg Abertysswg Argoed Brynawel Butetown Cwmfelinfach Deri Draethen Fochriw Machen Markham Pantside Princetown Rudry Trinant Waterloo Wattsville Ynysddu

Appendix 2: Locational Scoring Matrix by Settlement

Settlement	Master-plan Area	Train Station	Bus Station / Node	Employ-ment Centre	Local Centre	Principal Centre	Score
Abertridwr	CBMA	Cycle 20	4.8km	3.2km	5.2km	Cycle 20	8
Bedwas	CBMA	Cycle 20	Cycle 20	Settlement	Settlement	Cycle 20	33
Caerphilly	CBMA	Settlement	Settlement	Settlement	Cycle 20	Settlement	51
Draethen	CBMA	6.5km	6.5km	4km	4.7km	6.5km	2
Graig-y-Rhacca	CBMA	Cycle 20	Cycle 20	Walk 10	Walk 10	Cycle 20	27
Llanbradach	CBMA	Settlement	Cycle 20	Cycle 10	Cycle 20	Cycle 20	25
Machen	CBMA	5.7km	5.7km	Cycle 20	Cycle 20	5.7km	6
Rudry	CBMA	Cycle 20	Cycle 20	Cycle 10	Cycle 10	Cycle 20	17
Senghenydd	CBMA	4.5km	6.1km	4.3km	6.0km	6.1km	2
Trethomas	CBMA	Cycle 20	Cycle 20	Walk 5	Walk 5	Cycle 20	29
Waterloo	CBMA	4.5km	4.5km	Cycle 20	Cycle 20	4.5km	9
Aberbargoed	HoVMA	Cycle 10	Cycle 10	Settlement	7.8km	Cycle 10	24
Abertysswg	HoVMA	Cycle 10	Cycle 20	Cycle 10	Cycle 10	Cycle 20	18
Argoed	HoVMA	Cycle 20	Cycle 20	Cycle 20	4.1km	Cycle 20	12
Bargoed	HoVMA	Settlement	Settlement	Walk 15	9.1km	Settlement	44
Deri	HoVMA	Cycle 20	Cycle 20	Cycle 20	6.2km	Cycle 20	12
Fochriw	HoVMA	Cycle 20	Cycle 20	Cycle 20	Cycle 20	7.5km	12
Gilfach	HoVMA	Walk 10	Cycle 10	Cycle 10	5.5km	Cycle 10	21
Markham	HoVMA	Cycle 10	Cycle 10	Cycle 10	6.7km	Cycle 10	16
New Tredegar	HoVMA	Walk 5	Cycle 20	Cycle 20	4.9km	Cycle 20	20
Pontlottyn	HoVMA	Cycle 10	Cycle 10	Cycle 10	Cycle 10	7.4km	16
Rhymney	HoVMA	Settlement	Settlement	Settlement	Settlement	9.1km	48
Abercarn	LESVMA	Cycle 20	Cycle 20	Settlement	Cycle 20	5.4km	21
Brynawel	LESVMA	Cycle 20	6.3km	Walk 10	6.3km	Cycle 20	15
Crosskeys	LESVMA	Settlement	5.1km	Walk 10	5.1km	Cycle 20	24
Cwmcarn	LESVMA	Walk 20	Cycle 20	Walk 15	Cycle 20	Cycle 20	25
Cwmfelinfach	LESVMA	Cycle 20	4.2km	Walk 10	5.6km	4.2km	14
Newbridge	LESVMA	Settlement	Settlement	Walk 5	Settlement	Cycle 20	49
Pantside	LESVMA	Walk 15	Walk 15	Walk 15	Walk 15	3.9km	33
Pentwynmawr	LESVMA	Cycle 10	Cycle 10	Walk 10	Cycle 10	Cycle 20	24
Pontywaun	LESVMA	Walk 15	Cycle 20	Cycle 10	Cycle 20	Cycle 20	21
Risca/Pontymister	LESVMA	Settlement	7.4km	Settlement	7.4km	Settlement	36
Ty Sign	LESVMA	Walk 5	7.4km	Walk 20	7.4km	Walk 10	25
Wattsville	LESVMA	Cycle 10	6.5km	Walk 5	6.5km	Cycle 20	17
Wyllie	LESVMA	3.5km	Cycle 20	Walk 20	Cycle 20	Cycle 20	16
Ynysddu	LESVMA	4.8km	4km	Walk 20	5.4km	4.8km	16
Blackwood	MVMA	Cycle 20	Settlement	Walk 15	Cycle 20	Settlement	38
Cefn Fforest	MVMA	Cycle 20	Cycle 10	Cycle 10	4.5km	Cycle 10	16
Croespenmaen	MVMA	Cycle 20	Cycle 20	Settlement	Cycle 20	Cycle 20	22
Crumlin	MVMA	Cycle 10	Cycle 10	Cycle 10	Cycle 10	3.8km	17
Fleur-de-Lis	MVMA	Walk 15	Cycle 20	Cycle 5	4.5km	Cycle 20	20
Maesycwmmer	MVMA	Walk 10	Cycle 20	Cycle 20	Cycle 20	Cycle 20	21
Oakdale	MVMA	Cycle 20	Cycle 20	Settlement	Cycle 20	Cycle 20	22
Pengam	MVMA	Walk 15	Cycle 10	Walk 5	4.8km	Cycle 20	25
Pontllanfraith	MVMA	Cycle 20	Cycle 20	Settlement	Cycle 20	Cycle 10	23
Trinant	MVMA	Cycle 20	Cycle 20	Walk 15	Cycle 20	Cycle 20	20
Cefn Hengoed	YMMA	Walk 20	Cycle 20	Walk 10	Cycle 20	Walk 20	29
Gelligaer	YMMA	Cycle 10	Cycle 20	Walk 5	Cycle 20	Cycle 20	23

Glan-y-Nant	YMMA	Settlement	Cycle 20	Walk 10	4.2km	Cycle 20	28
Hengoed	YMMA	Settlement	Cycle 20	Walk 20	Cycle 20	Walk 20	32
Nelson	YMMA	Cycle 20	Settlement	Settlement	Settlement	Cycle 20	42
Penpedairheol	YMMA	Cycle 20	Cycle 20	Cycle 10	Cycle 20	Cycle 20	17
Penybryn	YMMA	Cycle 10	Cycle 20	Walk 10	Cycle 20	Cycle 10	23
Tir-y-Berth	YMMA	Walk 15	Cycle 20	Settlement	4.0km	Cycle 20	27
Ystrad Mynach	YMMA	Settlement	Cycle 20	Settlement	Cycle 20	Settlement	42

Appendix 3: 2021 Annual Retail Survey

Centre	Total Units	A1	A2	A3	Sui Generis	Other	Vacant	Vacancy Rate
Bargoed	174	52	12	22	15	10	36	24.5%
Blackwood	212	92	31	33	16	12	28	13.2%
Caerphilly	233	95	33	40	22	20	23	9.9%
Newbridge	75	34	9	14	6	3	9	12.0%
Risca	105	40	12	21	14	5	13	12.4%
Ystrad Mynach	89	42	12	14	11	7	3	3.4%
Blackwood Gate	5	4	0	1	0	0	0	0.0%
Castle View	15	6	0	8	0	1	0	0.0%
Gallagher RP	22	13	0	4	0	3	3	13.6%

Appendix 4: 2020 Employment Land Survey

Site Name	EM2 Area (Ha)	EM1 Area (HA)	Total Area (Ha)	Total Number of Units
Land at New Tredegar	1.3		1.3	18
Heads of the Valleys, Rhymney	14.3	5.2	19.5	23
Capital Valley, Rhymney	14.8		14.8	22
Maerdy, Rhymney	12.5		12.5	6
Angel Lane, Aberbargoed	3.1		3.1	24
Bowen, Aberbargoed	11		11.0	95
Dwr Cymru Welsh Water Offices, Nelson	3.6		3.6	2
Tredomen Park, Ystrad Mynach	7.2		7.2	58
Ty Du, Nelson		18.8	18.8	
Plateau 1, Oakdale		30.2	30.2	
Plateau 2, Oakdale	13	7.0	20.0	14
Plateau 3, Oakdale		3.4	3.4	
Plateau 4, Oakdale		4.3	4.3	
Penyfan, Croespenmaen	73		73.0	88
North Celynen (south), Newbridge	9.1		9.1	1
Hawtin Park, Gellihaf	29.8	13.3	43.1	10
Dyffryn Business Park, Ystrad Mynach	29.4	11.2	40.6	90
North Celynen (north), Newbridge	4.2		4.2	1
Croespenmaen	6.5		6.5	2
Britannia, Pengam	2.9		2.9	63
St. David's, Pengam	5.2		5.2	48
New Road, Tiryberth (Tiryberth Ind Est)	7.1		7.1	12
Penallta, Hengoed	23.9	1.6	25.5	55
Newbridge Road, Pontllanfraith	12.8		12.8	33
Tram Road, Pontllanfraith	2.5		2.5	8
Switchgear, Pontllanfraith (Blackwood Business Park)	10.1		10.1	7
Penmaen Industrial Estate	6		6.0	72
Woodfieldside, Pontllanfraith	1.9		1.9	25
Pantglas, Bedwas	31.8		31.8	75
Caerphilly Business Park	11.5	3.6	15.1	178
Prince of Wales, Abercarn	23.3		23.3	62
Nine Mile Point, Cwmfelinfach	15.7		15.7	18
Blackvein, Wattsville	7.4		7.4	8
Newtown, Crosskeys	8.3		8.3	13
Park Road, Risca	0.7		0.7	6
Rogerstone Park, Pontymister	12.4		12.4	2
Bedwas House, Bedwas	29.9		29.9	171
Pontygwindy Road, Caerphilly	16.8		16.8	98
Trecenydd, Caerphilly	8	2.2	10.2	35
Western, Caerphilly	15.4	1.1	16.5	61

Appendix 5: Train and Bus Services by Settlement

Settlement	Number of Bus Services	Primary Bus Destinations	Bus Frequency 15 mins or less (Services)	Bus Frequency 16 to 30 Minutes (Services)	Bus Frequency 31 to 45 Minutes (Services)	Bus Frequency 46 minute to 1 Hour (Services)	Bus Frequency More than 1 Hour (Services)	Train Frequency (Per Hour)
Abertridwr	3	Caerphilly, Senghenydd, Cardiff		B			X (1 per Day), E	
Bedwas	3	Caerphilly, Newport, Bargoed		A, 50		50A	H	
Caerphilly	18	Graig-y-Rhacca, Senghenydd, Penyrheol, Machen, Ystrad Mynach, Blackwood, Newport, Cardiff, Pontypridd		A, B, C, 50		D, E, F, G, K, C9, C16, C17, 26, 50A, 86X	H, J, L	4
Draethen	1	Caerphilly					J	
Graig-y-Rhacca	2	Caerphilly		A			H	
Llanbradach	5	Ystrad Mynach, Caerphilly, Cardiff, Newport		50		C9, C16, C17, X38		4
Machen	2	Caerphilly, Newport		50			J	
Rudry	1	Caerphilly					J	
Senghenydd	3	Caerphilly, Senghenydd, Cardiff		B			X (1 per Day), E	
Trethomas	2	Caerphilly		A			H	
Waterloo	1	Caerphilly					J	
Aberbargoed	3	Bargoed, Rhymney, Blackwood		12		2, 27		
Abertysswg	3	Rhymney, Tredegar, Merthyr				4A/4C, 3		
Argoed	2	Blackwood, Bargoed				C9, 27		
Bargoed	10	Blackwood, Rhymney, Ystrad Mynach, Merthyr, Newport		14, 50, C9		1, 2, 3, 27, C17, C18, X38		3
Brithdir	1	Bargoed, Rhymney, Merthyr				3		2
Deri	1	Bargoed, Rhymney, Merthyr				1		

Settlement	No.	Destinations						
Fochriw	1	Bargoed, Rhymney, Merthyr				1		
Gilfach	5	Blackwood, Bargoed, Tredegar, Newport		50, 14		C9, X38, C17		
Llechryd	2	Tredegar, Rhymney				4A/4C		
Markham	2	Merthyr, Bargoed, Blackwood				27, 56		
New Tredegar	3	Merthyr, Tredegar, Bargoed, Rhymney		12		2, 3		
Pontlottyn	5	Merthyr, Tredegar, Bargoed				4A/4C, 1, 2, 3		2
Princetown	2	Tredegar, Rhymney				4A/4C		
Rhymney	5	Blackwood, Bargoed, Tredegar, Newport				4A/4C, 1, 2, 3		2
Tirphil	2	Bargoed, Rhymney, Merthyr				2, 3		2
Abercarn	2	Crumlin, Blackwood, Risca, Newbridge Newport	151			N2		
Brynawel	1	Blackwood, Newport, Risca				56		
Crosskeys	3	Tredegar, Newport, Blackwood, Risca, Newbridge	151			56, X15		1
Cwmcarn	1	Blackwood, Risca, Newbridge Newport	151					
Cwmfelinfach	1	Blackwood, Newport, Risca				56		
Newbridge	5	Blackwood, Risca, Newport, Cwmbran, Brynmawr Abertillery	151			N2, 21, 52, X15		1
Pantside	1	Blackwood, Newbridge				5		
Pentwynmawr	3	Blackwood, Newbridge, Newport	151			21, 52		
Pontywaun	2	Blackwood, Newbridge, Newport	151			X15		
Risca/Pontymister	5	Newport, Blackwood, Newbridge, Brynmawr	151	R1		56, R2, X15		1
Ty Sign	2	Risca, Newport		R1		R2		
Wattsville	1	Blackwood, Newport, Risca				56		
Wyllie	1	Blackwood				6		
Ynysddu	1	Blackwood, Newport, Risca				56		
Blackwood	18	Newbridge, Pontypridd, Hengoed, Bargoed, Rhymney, Caerphilly,	151	9, 12, 14,		5, 5A, 6, 7, 8, (3 per	11, 13 (1 per day	

		Risca, Newbridge, Ystrad Mynach, Newport, Cardiff, Tredegar, Cwmbran.				day) 21, 26, 27, 52, 56, 900, 901	Tues & Fri Only)	
Cefn Fforest	3	Bargoed, Blackwood, New Tredegar		12, 14		8		
Crumlin	5	Blackwood, Risca, Newbridge, Newport, Brynmawr				5, 21, 52, X15, N2		
Fleur-de-Lis	1	Blackwood, Bargoed.		14				
Maesycwmmer	4	Blackwood, Ystrad Mynach, Nelson, Caerphilly, Cardiff, Pontypridd				7, 26, 901	11	
Oakdale	2	Blackwood, Newbridge, Crumlin.				5, 5A		
Pengam	1	Blackwood, Bargoed,		14				3
Pontllanfraith	10	Newbridge, Pontypridd, Hengoed, Bargoed, Rhymney, Caerphilly, Risca, Newbridge, Ystrad Mynach, Newport, Cardiff, Tredegar	151	9		5, 6, 26, 52, 56, 70, 901	11	
Trinant	1	Newbridge, Abertillery				52		
Cefn Hengoed	2	Blackwood, Caerphilly, Bargoed				C9	11	
Gelligaer	4	Bargoed, Nelson, Ystrad Mynach, Pontypridd				C16, C17, X38	11	
Glan-y-Nant	5	Blackwood, Bargoed, Tredegar, Newport		50, 14		C9, X38, C17		
Hengoed	2	Blackwood, Bargoed, Ystrad Mynach, Caerphilly, Newport				C9	11	3
Nelson	5	Ystrad Mynach, Pontypridd, Merthyr, Blackwood				7, C16, X38	C1 (2 per day, Fri Only), S79 (6 per day) (Sun Only)	
Penpedairheol	4	Bargoed, Ystrad Mynach, Nelson, Caerphilly, Blackwood, Pontypridd,				7, C17, C9	11	
Penybryn	1	Bargoed, Ystrad Mynach, Caerphilly.				C17		
Tir-y-Berth	2	Blackwood, Bargoed, Ystrad Mynach, Caerphilly, Newport		14, 50				

Ystrad Mynach	8	Blackwood, Bargoed, Nelson, Caerphilly, Pontypridd, Cardiff		50		C9, C16, C17, 7, 26, 50A, 901	11	4

Appendix 6: Services and Facilities by Settlement

Settlement	Master-plan area	Retail Units	GP Surgery	Pharmacy	Library	Community Centre	Leisure Centre	Primary School	Secondary School	Welsh Medium Primary	Welsh Medium Secondary	Rail Station	Bus Station / Interchange
Abertridwr	CBMA	27	1	1	1	1		2		1			
Bedwas	CBMA	30	1	1	1		1	2	1				
Caerphilly	CBMA	233	3	7	1	3	2	8	2	2	1	3	1
Graig-y-Rhacca	CBMA					1		1					
Llanbradach	CBMA	26	2	1	1	1		2				1	
Machen	CBMA	7	1	1	1	1		1					
Rudry	CBMA					1		1					
Senghenydd	CBMA	13	1	1		1		1					
Trethomas	CBMA	27	1	1				1					
Aberbargoed	HoVMA	27		2	1			1		1			
Abertysswg	HoVMA					1		1	1				
Argoed	HoVMA					1							
Bargoed	HoVMA	174	2	3	1	1	1	2	1	1		1	1
Deri	HoVMA		1		1	1		1					
Fochriw	HoVMA					1		1					
Gilfach	HoVMA	18						1				1	
Markham	HoVMA		1	1		1		1					
New Tredegar	HoVMA	22	1	1	1	2	1	2				2	
Pontlottyn	HoVMA	21		1								1	
Rhymney	HoVMA	34	2	2	1	2		2		1		1	
Abercarn	LESVMA	20	1	1	1			1		1			
Crosskeys	LESVMA	19						1				1	
Cwmcarn	LESVMA	25		1				1					
Cwmfelinfach	LESVMA	20	1	1		1		1					
Newbridge	LESVMA	75	1	2	1		1	2	1			1	1
Pentwynmawr	LESVMA					1		1					
Risca/Pontymister	LESVMA	105	2	3	1	1	1	2	1			1	
Ty Sign	LESVMA	7						1					
Ynysddu	LESVMA							1					
Blackwood	MVMA	212		2	1	1		2	1				1

PS3 – Functional Analysis of Settlements in Caerphilly County Borough

Settlement	Master-plan area	Retail Units	GP Surgery	Pharmacy	Library	Community Centre	Leisure Centre	Primary School	Secondary School	Welsh Medium Primary	Welsh Medium Secondary	Rail Station	Bus Station / Interchange
Cefn Fforest	MVMA	23	1	1		1	1	1					
Crumlin	MVMA	27	1	1				1					
Fleur-de-Lis	MVMA	25	1	1		1		1			1		
Maesycwmmer	MVMA	10				1		1					
Oakdale	MVMA	13	1	1	1	1		1	1	1			
Pengam	MVMA				1			1	1 (Boys)	1			
Pontllanfraith	MVMA	47	2	1			1	3					
Trinant	MVMA							1					
Cefn Hengoed	YMMA					1		1					
Gelligaer	YMMA	9	1	1		1		2					
Glan-y-Nant	YMMA	6				1						1	
Hengoed	YMMA					1		1		1		1	
Nelson	YMMA	41	1	1	1	1		2					1
Penpedairheol	YMMA	8				1							
Penybryn	YMMA					1							
Tir-y-Berth	YMMA					1		1					
Ystrad Mynach	YMMA	89	2	2	1		1	1 (& 1 Special)	1 (Girls)	1		1	