

# Heads of the Valleys Regeneration Area *Masterplan*

Approved November 2020



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.



# Index

## **Section 1:**

Introduction

## **Section 2:**

The Study Area

## **Section 3:**

The Context

## **Section 4:**

The Vision for the Heads of the  
Valleys Regeneration Area

## **Section 5:**

The Development Strategy

## **Section 6:**

The Masterplan Framework

## **Section 7:**

Delivering and Implementing change

## **Appendix 1:**

A Foundation for Success - Objectives

## **Appendix 2:**

Well-being of Future Generations

## **Appendix 3:**

Assessment of Site Specific Proposals  
against well-being goals and the  
CCBC Well-being objectives

## **Appendix 4:**

Sectoral Analysis

## **Appendix 5:**

Welsh Index of Multiple Deprivation  
(2019)

# Section 1: Introduction

This Masterplan sets out the future development and regeneration opportunities proposed for the Heads of the Valleys. It seeks to facilitate significant change in order to enhance the role of communities, enabling them to diversify, allowing industries to rise and demographics to alter for the better.

There is an exciting opportunity to facilitate significant change through the Cardiff Capital Region City Deal (CCRCD), which will provide resources to unlock significant economic growth in the region, delivering jobs and private sector investment. Whilst CCRCD seeks to relieve pressure on Cardiff as its regional city it also seeks to promote growth in smaller towns and industrial communities in order to rebalance social justice and prosperity. This Masterplan seeks to provide a direction of travel to ensure a transition towards economic and social success.

The City Deal Investment Fund will also facilitate the delivery of the South East Wales Metro, which will make substantial improvements to connectivity by public transport across the region. This investment will improve frequency of services to Rhymney Station from Cardiff, improving north–south connectivity and the Masterplan sets out how this opportunity can be maximised.

The Valleys Taskforce also sets out an ambitious programme for change, identifying actions and programmes designed to make a positive change to the South Wales Valleys through the ‘Our Valleys Our Future’ Delivery Plan. Whilst the Delivery Plan sets out a number of actions, most pertinent to this Masterplan is the focus on making more land available in order to maximise economic development opportunities, harnessing the potential of the local foundational economy,

taking advantage of improved connectivity and the role of the Valleys Regional Park.

The role of this Masterplan is therefore to provide a comprehensive framework for the future of the Heads of the Valleys Regeneration Area. This Masterplan is flexible and has the ability to adapt to changing economic and market conditions and meet the requirements and aspirations of both the private and public sector over this period through regular review. It is recognised that there are some projects that can be delivered within the short to medium term. However, in order to deliver long term regeneration goals, there is an aspiration to redevelop a number of key sites within the Masterplan area.

The Masterplan has been prepared within the context of the adopted Caerphilly County Borough Local Development Plan (LDP), which sets out the Council’s land use



objectives for the County Borough, but it also sets out longer term goals to ensure that the momentum of change also extends well into the next decade.

Many of the projects identified in the Masterplan are aligned to proposals contained within the adopted LDP. This plan will need to be reviewed to provide the policy framework to control development in future years. Furthermore, relevant proposals may also be included within a Strategic Development Plan for the Cardiff Capital Region. The Masterplan will therefore need to be reviewed to take into account the relevant policies and proposals contained within the different tiers of development plans as they emerge.

The Masterplan has been prepared in the context of the overarching regeneration strategy for the County Borough, "A Foundation for Success" as well as the economic development strategy "Delivering Prosperity." "A Foundation for Success" sets out four key themes that need to be addressed:

- **Supporting Business**
- **Connecting People and Places**
- **Supporting People; and**
- **Supporting Quality of Life.**

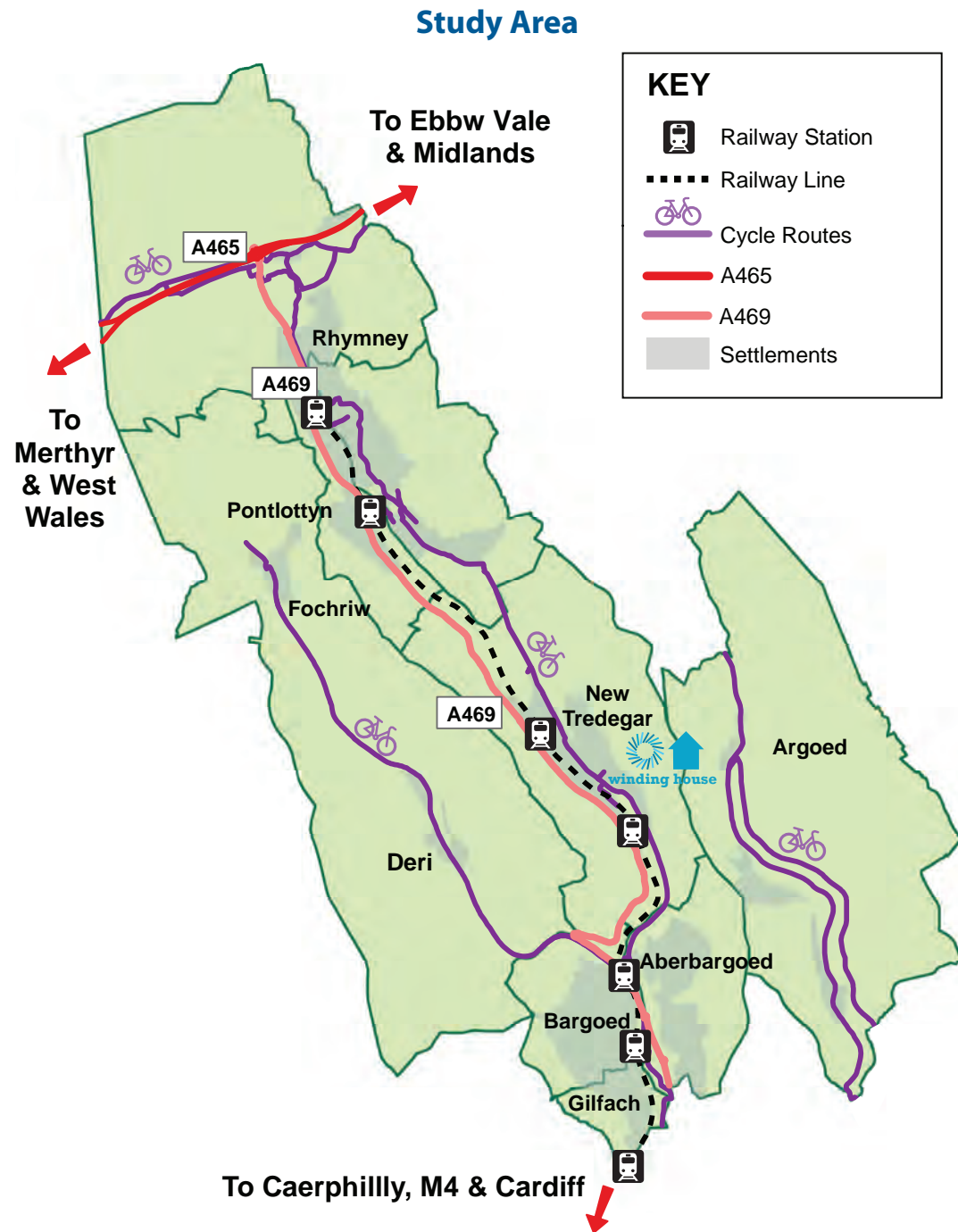
The Heads of the Valleys Masterplan is the third area-specific strategy, in a series of five, which will identify projects that will help address key issues and objectives set out within the wider Regeneration Strategy. It forms part of the implementation plan for 'A Foundation for Success' and the Economic Development Strategy 'Delivering Prosperity' which will be reviewed every 5 years. The Masterplan identifies investment and development opportunities within the Heads of the Valleys Area.

In order to capture regeneration opportunities throughout the County Borough, two further Masterplans will be produced for Greater Blackwood and the Newbridge to Risca Corridor.

## Section 2: The Study Area

The Heads of the Valleys Regeneration Area is located in the northern part of Caerphilly County Borough, and comprises the Darren, Upper Rhymney and Upper Sirhowy Valleys, including the Principal Town of Bargoed and the Local Centre of Rhymney. It incorporates the wards of Twyn Carno, Moriah, Pontlottyn, Darren Valley, New Tredegar, Aberbargoed, Bargoed, Gilfach and Argoed.

This area suffers from significant challenges, as underlined by the Welsh Index of Multiple Deprivation (WIMD) 2019. Of the 20 lower super output areas (LSOAs) that constitute the nine wards, six of them are within the 10% most deprived in Wales in overall terms, with a further five in the 10 - 20% most deprived category. In addition, all nine wards are above average in terms of economic inactivity and unemployment, and the proportion of lower-skilled, lower-paying jobs is higher in the





Heads of the Valleys Regeneration Area than for the England and Wales average. Relevant data is presented as an appendix to this document.

The Heads of the Valleys Regeneration Area lies on the A465 at its northernmost point. This is a key transport artery for the South Wales economy, connecting the M4 at Neath to Abergavenny and Hereford, and providing links between West Wales and the Midlands. It is the only strategic east-west link that connects the Valleys communities providing access to employment, retail, leisure and other facilities. Significant levels of public funding has been already been spent on improving the A465 and further investment is being provided to complete the dualling of the route.

This Masterplan seeks to put into context the role that the Heads of the Valleys Regeneration Area plays within the wider A465 corridor and looks to complement, exploit and strengthen the opportunities that exist. To the west is Merthyr, a sub-regional centre, major retail destination and service

centre and home to Welsh Government offices and major tourism attractions such as Bike Park Wales. Immediately to the east is Blaenau Gwent, home to the Ebbw Vale Enterprise Zone (EZ) which is utilising publicly available finance to develop its automotive sector through the Tech Valleys initiative.

Whilst the study area of the Masterplan only relates to that part of the Heads of the Valleys within Caerphilly County Borough's administrative boundary, it has regard to the wider A465 corridor and identifies development and investment opportunities that will strengthen the Borough's position within this context.

# Section 3: The Context

In providing the context to the Masterplan it is important to understand the strengths, weaknesses, opportunities and threats that currently exist within the Heads of the Valleys.

## Strengths

- Excellent connectivity by road via the A465 Heads of the Valleys Road to the West Midlands, West Wales and Ireland;
- Located within a dramatic natural and semi natural environment;
- Improved public transport infrastructure in recent years including the provision of the new park & ride facilities and a new bus/rail interchange at Bargoed, Rhymney park and ride and frequency enhancements;
- Significant life-science companies are located in the HOVRA including Richards and Appleby, Williams Medical and Convatec;
- Provision of a new 3-18 teaching facility in Rhymney (Idris Davies School);
- A number of Welsh medium schools are located in the area, helping to promote and grow the Welsh language;
- The Integrated Health and Social Care Resource Centre for the north is located in Rhymney together with Hafod Deg Resource Centre, both of which provide vital cross cutting services to residents in the area;
- The existence of key community hubs e.g. local libraries, community centres, GP surgeries;
- The area contains two country parks within its boundary: Parc Coetir Bargod and Parc Cwm Darran; with Parc Bryn Bach straddling the boundary with Blaenau Gwent, providing excellent recreation, leisure and lifelong learning opportunities;
- A leisure centre at New Tredegar providing significant leisure opportunities;
- New house building is ongoing helping to diversify the housing stock in this area, e.g. the former Bedwellty School Site;
- Significant investment has been targeted at the council house stock throughout the area, improving the condition and quality of the stock and its energy efficiency;
- The Cadw-designated Historic Landscape of Gelligaer and Merthyr Common is located within the area, providing a significant cultural and historical resource for the County Borough;
- A number of heritage sites are based in the area e.g. Butetown and the Elliott Colliery Winding House;
- The Greater Bargoed Regeneration Scheme has improved the southern end of Bargoed town centre;
- A positive attitude towards community cohesion.



## Challenges

- The Masterplan area and the Upper Rhymney Valley in particular has the highest concentration of deprivation within the County Borough;
- The Twyn Carno 1 LSOA is currently ranked as the 8th most deprived LSOA in Wales (WIMD, 2019);
- The area has high levels of economic inactivity, unemployment and long-term illness;
- The area has low levels of attainment with regard to education & formal qualifications;
- The general topography of the area, consisting of valleys and steep hillsides, hinders accessibility and has contributed to the problem of poor transport links and general physical isolation;
- Bus transport in the area is infrequent and unreliable as a means of accessing employment opportunities;
- Bargoed town centre has the highest vacancy rate of all of the principal town centres;



- There is low diversity in the range of housing in the area;
- Many of the communities in the area are isolated and there is limited provision of facilities and services.

## Opportunities

- The City Deal for the region will provide an unprecedented level of funding for projects with the aim of promoting economic growth and job creation throughout the region, including addressing skills gaps and shortages;
- The decision by the First Minister not to progress with the M4 Relief Road has a potentially positive impact on the perception of the A465 as a strategically important and unencumbered transport route;
- Potential for the integration of the Rhymney employment land with the Ebbw Vale Enterprise Zone, in order to create a Heads of the Valleys Enterprise Zone focussed on complementary and

beneficial economic development along the A465;

- The natural and semi-natural environment in the area provides excellent recreational opportunities;
- The potential to enhance the benefits of its location adjacent to the Brecon Beacons National Park;
- The Upper Rhymney Valley offers significant potential in terms of renewable energy production;
- The area is the subject of major infrastructure improvements, including the dualling of the A465, Metro improvements and the Dwr Cymru Welsh Water Rhymney to Bargoed works, all of which have the ability to provide training and apprenticeship schemes for the area as well as facilitating employment growth – the Dwr Cymru Welsh Water scheme also offers investment in community projects as part of scheduled works;
- The delivery of new industrial units

at The Lawns will provide modern, affordable units for business start-ups and expansions;

- A significant level of employment land is available; although investment is needed to bring some of it back into beneficial use;
- The development of Angel Way and Lowry Plaza provides an excellent opportunity to act as a catalyst to regenerate and diversify Bargoed town centre;
- Capitalising on the improvements to the rail line and the increases in the frequency of services post 2023;
- Provision of a bus interchange on the A465 to improve east-west links by public transport, and to connect to the A469;
- Target training opportunities at Rhymney, New Tredegar and Bargoed and throughout the area, looking at the potential of delivering community transport through the RDP and Transport for Wales;

- Pilot improved use of digital technology for promoting green infrastructure and facilities and integrated digital technology training with employers and young people;
- Expansion of the area's leisure and tourism offer through the Valleys Regional Park would be beneficial to both the local economy and people's quality of life;
- Maximise the potential for heritage to be used as a tool for increasing tourism in the area;
- Potential to establish the Masterplan area as a visitor destination through increased tourist accommodation provision given its proximity to the National Park and other leisure and tourism facilities;
- The natural and semi-natural environment, including the country parks and the Historic Landscape of Gelligaer Common, provides excellent opportunities for local communities and visitors alike, including recreation, improved health and well being and lifelong learning;

- Sections of cycle routes have already been implemented and there are further opportunities to create a network of routes and paths integrated into a wider regional network;
- RDP funding is available which could be used to facilitate a number of developments in the area.

### Threats

- Merthyr and Ebbw Vale are identified as strategic hubs in the VTF Delivery Plan. The northern part of the Masterplan area therefore needs to ensure that it is able to develop its complementary employment role;
- No VTF 'hubs' are identified within the Masterplan area;
- The current vogue for experiential shopping and the growth in online retail are challenging for the existing town centres;
- Population decline is a significant threat to the Heads of the Valleys, potentially

leading to the loss of local services and community sustainability;

- Socio-economic factors need to be addressed or they are likely to continue to have a significant impact on the Masterplan area;
- Levels of car ownership are low and IT infrastructure within the area is poor;
- Low land values and historic land conditions associated with the area's industrial past make many sites unviable and therefore unattractive to the private sector;
- Available financial resources may be insufficient to effectively address the challenges, especially as a result of the loss of EU funding;
- Low aspirations, low educational achievement and health issues may hinder the ability of residents to access employment opportunities;
- Negative perceptions of the area can undermine attempts at regenerating the area.

# Section 4: The Vision for the Heads of the Valleys Regeneration Area

The Heads of the Valleys Regeneration Area comprises the towns of Bargoed, Rhymney and the Upper Rhymney and Sirhowy Valleys, and lies alongside the A465 at its northernmost point. Development in this area needs to capitalise upon the major public investment in the A465, in order to help address deprivation within this area. A Vision and a series of Strategic Objectives have been identified, based on the findings set out in Section 3 – these seek to address the HOVRA's threats and weaknesses, by maximising the positive impact of its strengths and taking advantage of its opportunities.

## The Vision is as follows:

“The Heads of the Valleys will capitalise upon the major public investment in the A465 and its strategic location along this corridor, complementing and strengthening

employment opportunities and creating an exciting, vibrant place where businesses will want to locate and where people will choose to live and work.

It will strengthen and diversify communities by improving connectivity, supporting the role of the foundational economy and developing its role as a visitor and tourism destination by utilising its distinctive industrial heritage and natural attractions and spaces.

It will enable the provision of, and promote accessibility to, those commercial, leisure and community services that will equip people to lead more healthy and prosperous lives.”

The Vision has been prepared having regard for the seven well-being goals set out within the Well-being of Future Generations (Wales) Act 2015.

The Vision for the Masterplan will be supported by a series of Strategic Objectives

outlined below that will drive its delivery and translate directly into a series of projects and actions that:

- A. Complementing, and integrate with, nearby initiatives such as the Ebbw Vale Enterprise Zone (EZ) in order to develop a strategic employment function for Rhymney, establishing it as a gateway to the Valleys** - *Identifying redevelopment proposals for Rhymney's employment sites that link into Metro improvements, the role of Rhymney Station and the close proximity of the A465. Establishing strong infrastructural and sectoral links with the EZ is central to this;*
- B. Improving social and economic resilience through education, training and careers advice, and foster the development of the foundational economy within this area to ensure that economic growth accrues**

**more equitably** - Tackling deprivation and improving access to economic opportunities through development of skills and integration of training initiatives with business. In terms of the foundational economy, ensuring that resources are more usefully spent shoring up indigenous businesses where profit and spend is more likely to remain or recirculate within the local economy. Central to this is building capacity within communities and establishing networks of collaboration;

- C. Expanding the area's sphere of influence and improve connectivity** - Using the A465 and public transport infrastructure improvements to enable the population within the north of the County Borough to benefit from opportunities within the wider A465 corridor, including those that are presented in adjacent authorities;
- D. Reinforcing the role of Bargoed as a service centre for the north of the County Borough** - Promoting

*its diversification for alternative uses and taking full advantage of its bus/rail connectivity, whilst retaining and consolidating a strong retail core,*

- E. Maximising the impact of the Valleys Regional Park, protecting and enhancing important green spaces and built heritage and promoting tourism** - Establishing a vibrant network of tourism, visitor and leisure attractions and promoting the natural heritage of the area in order to encourage the use of green spaces and create a vibrant and accessible visitor destination;
- F. Supporting proposals for renewable energy generation and community benefit through utility infrastructure** - Encouraging the development of renewable energy proposals in sustainable locations, including through the operation of community co-operatives, and ensure that community benefit can be derived from upgrades to public utilities;

- G. Supporting the development and diversification of housing in sustainable locations to complement economic growth and resilience** - Unlock stalled housing sites in locations less favourable to volume builders and trial initiatives for innovative housing and self builds;
- H. Providing a suitable level of community, leisure and education facilities, aligning with national and local initiatives including 21st Century Schools and the CCBC Sport and Active Recreation Strategy where applicable, and establishing Integrated Well-Being Networks in order to connect communities' strengths and assets** - Acknowledge that such facilities are important to the population and ensure that these facilities meet future needs. Collaboration delivered through networks of community hubs and people who deliver services and support can build community relationships and have a positive impact on well-being and social capital, especially

*in conjunction with other community schemes;*

- I. Ensuring that accessibility for all is embedded in all improvement schemes** - *A cross-cutting objective that recognises that people are disabled more by poor design, inaccessible services and other people's attitudes than by their own impairment;*
- J. Ensuring all communities within the Heads of the Valleys Regeneration Area are able to engage and benefit from the Masterplan** - *Ensure that the proposals identified in the Masterplan have positive outputs for those that are living in those communities.*



# Section 5: The Development Strategy

In order to deliver the Vision and Strategic Objectives, it is important to set out the development strategy in relation to the key land uses within the Masterplan area, having regard for the strategy of the adopted LDP, regional aspirations and the opportunities and challenges that form the context. The site specific delivery of the Masterplan is set out in Section 6.

## Employment and Skills

City Deal presents a significant opportunity to revitalise the economy of the A465 corridor, providing funds to develop growth in key sectors, establish a network of redeveloped and reconfigured employment sites and improve linkages with the rest of the region and beyond. Work has been undertaken to determine a sectoral breakdown of the HOVRA's economy, identify those areas of sectoral strength that may exist and to establish where opportunities for economic

growth may arise on the basis of this. This work is presented as an appendix to this document and its findings set out in Section 6.

The adopted LDP protects the following six sites within the Heads of the Valleys Regeneration Area for employment use and these should continue to be protected (additional land at Heads of the Valleys Industrial Estate is allocated for new development):

- Heads of the Valleys, Rhymney;
- Capital Valley, Rhymney;
- Maerdy, Rhymney;
- New Tredegar Business Park;
- Bowen, Aberbargoed;
- Angel Lane, Aberbargoed.

The Masterplan seeks to take advantage of the three Rhymney sites listed above plus The Lawns Industrial Estate by identifying them as potential redevelopment opportunities, in order to provide new business space, to

complement the role of the nearby Ebbw Vale Enterprise Zone (EZ) and maximise the potential offered by increased connectivity through the Metro initiative.

It is envisaged that this will involve the provision of new starter units suitable for small business start-ups, and some larger units that cater for businesses who wish to take advantage of existing and growth sectors. The area, along with Blaenau Gwent, does have a life sciences presence, and the automotive focus of the nearby EZ may present opportunities for complementary development in associated supply chains and service sectors.

Alongside physical improvements to land and premises, there is a need for this process to link to the development of direct recruitment schemes being implemented by the Council's Business Liaison Officer.

## Foundational Economy

The foundational economy provides essential goods and services for everyday life and includes infrastructure; utilities; food processing, retailing and distribution; and health, education and welfare. In Wales, it supports four out of every 10 jobs, and £1 in every £3 spent.

Common interventions utilised in relation to the foundational economy include those related to public sector procurement processes, ensuring that more of the revenue moving through it can be harnessed and retained in the local area. Other schemes include a pilot project in Blaenau Gwent, involving the collaboration of locally-active housing associations to support the development of SMEs.

Welsh Government has launched a £3m Foundational Economy Challenge Fund, offering support to organisations and businesses to introduce innovative ways of working. This is open to any organisation working within the foundational economy, and projects must be for its benefit.

## Education and Training

Educational attainment and skills acquisition, along with other social and economic factors in respect of deprivation are key issues in respect of addressing inequalities in the Masterplan area. Data from the Welsh Index of Multiple Deprivation (WIMD) 2019 indicates that of the twenty LSOAs that constitute the HOVRA, six are in the most 10% deprived of all Welsh LSOAs in terms of education (details are set out in Appendix 5).

Working in partnership with Careers Wales, Business Support Wales and business and industry, the Council will seek to increase the availability of quality jobs and identify opportunities to enhance access for residents to those jobs. The availability of a workforce with the appropriate range of skills is essential, and the focus should be concentrated on the following areas:

- Providing appropriate career support to aid people's understanding of the type of employment available to them and help

them make the right choices to lead them into work;

- Ensuring that the appropriate soft skills and technical skills are provided, and engendering a culture of enterprise and entrepreneurship;
- Addressing the mismatch between the skills needed to access jobs (digital, technical and soft) and the training provided through the educational curriculum and by training providers;
- Ensuring that there are opportunities for upskilling in the current workforce, including the closing of skills 'gaps' in relation to potential growth sectors;
- Improving links between schools, further education and local businesses;
- Integration with the Community Regeneration-led Gateway to Employment model, providing key relevant training opportunities for existing workforces and unemployed participants.

## Connectivity

The A465 is the key strategic east-west route between West Wales and the Midlands and the ongoing dualling programme will increase its capability in this regard, as well as providing a vital link with nearby centres such as Merthyr and Ebbw Vale. The increased accessibility offered by Metro will have similar benefits in respect of accessibility to the south, aiding access to external markets for businesses, jobs and other facilities for residents. Increases in journey frequency and the provision of earlier and later services will allow more people to travel in a manner which is conducive to labour market requirements, taking account of shift patterns.

It will also have the potential to bring employees and visitors in, and therefore 'gateway' sites such as the Bargoed and Rhymney Stations and their environs are important, both in their own right and as a means of signposting to nearby facilities. There is therefore the potential for land around local rail stations to be configured to

have a positive impact on the local economy i.e. through the provision of business space and associated development, and to convey a positive image of the area by providing links to town centres and other facilities that exist elsewhere within the Heads of the Valleys Regeneration Area.

## Leisure and Tourism

The Heads of the Valleys is synonymous with both a strong industrial legacy and a series of distinctive landscapes, and the combination of these is a rich natural and cultural heritage. The Valleys Regional Park (VRP) initiative seeks to establish a model for the management of a network of a highly-visible, high quality country parks, other natural assets, heritage sites and attractions across the Valleys, linked with towns and villages and the Metro and maximising the opportunities for walking, cycling and riding.

There are three existing country parks and one proposed country park in the HOVRA that will contribute to the VRP, namely:

**Parc Bryn Bach (Blaenau Gwent Caerphilly);  
Parc Cwm Darran;  
Parc Coetir Bargoed;  
Markham Colliery.**

Other important heritage assets which will contribute to the VRP include:

**The Winding House Museum, New Tredegar;  
Bute Town Conservation Area;  
Hanbury Chapel and Library, Bargoed.**

## Town Centres

Retailing remains fundamental to the role and function of town centres. The Masterplan area comprises the Principal Town of Bargoed, the Local Centre of Rhymney and the smaller settlements of New Tredegar, Aberbargoed, Markham, Argoed, Hollybush, Deri, Fochriw, Pontlottyn and Abertysswg.

- **Bargoed** – the town centre includes one national supermarket (Morrisons), a number of smaller national stores and over 100 largely independent commercial units and key services;



- **Rhymney** – comprises a range of local shops and services;
- **Neighbourhood retailing** – in accordance with national and local planning policy, the Masterplan does not promote the provision of major retail development outside of designated retail areas, but the development of some retail to support local needs is a key part of promoting sustainable development.

Both Bargoed and Rhymney town centres have vacant units, and there is potential to diversify the range of uses within both towns, whilst ensuring that they expand on their roles as service centres with a viable and vibrant retail and commercial basis.

## Housing

The strategy for the adopted LDP seeks to exploit appropriate development opportunities where they exist, with a view to creating a viable future for all communities in the Heads of the Valleys. It also seeks to accommodate new housing in villages where

there is a need to diversify stock and in order to retain the existing population.

The Heads of the Valleys has experienced less development pressure over the lifetime of the LDP due to the perceptions of volume housebuilders regarding profitability. Whilst some small-scale development has taken place, many of the sites allocated for housing in the LDP remain undeveloped, despite their sustainable locations. However, there is significant potential for the development of sites by SME builders and self-build plots, as well as new housing association sites, to provide new sustainably located housing development in order to increase the amount and quality of housing stock in this area.

## Community Facilities

The provision and location of community facilities are of crucial importance to the sustainability of settlements and to the well-being of their populations. In addition to existing facilities in the HOVRA, a number of new facilities have opened, or existing ones improved, since the adoption of the LDP:

- Bargoed Library and Customer First Centre (Hanbury Chapel);
- Rhymney Integrated Health and Social Care Centre;
- Hafod Deg Resource Centre, Rhymney;
- Idris Davies School, Abertysswg – the first English medium school in the authority that offers a through school education for pupils between the ages of 3 and 18; this provision also incorporates Flying Start and wraparound childcare.
- Rhymney Library.

The rationalisation and sharing of facilities to fulfil several community purposes can provide benefits in the form of community 'hubs', allowing people and groups to use them for a variety of uses. This can have a positive impact in terms of social capital, engendering networking opportunities, knowledge sharing and the development of transferable skills which are of invaluable importance in a modern social and economic context.

# Section 6: The Masterplan Framework

This section sets out the site specific projects and proposals that will collectively deliver the Vision and Objectives. Many of the projects are interrelated, and therefore implementation of some projects may be reliant on other proposals progressing sequentially or concurrently.

## **A – Complement, and integrate with, nearby initiatives such as the Ebbw Vale Enterprise Zone (EZ) in order to develop a strategic employment function for Rhymney, establishing it as a gateway to the Valleys**

City Deal presents an opportunity for the A465 corridor to develop its economy in an integrated way, exploiting improvements in connectivity to bring about sectoral growth on the basis of existing strengths, and in a manner which is complementary to other parts of the region, through the development of modern business premises.

Ebbw Vale Enterprise Zone comprises eight sites which are intended to deliver the objective of the Tech Valleys initiative – supporting the improvement of infrastructure links and development of 450,000 sq ft of new industrial/commercial floorspace, generating up to £20 million of private investment and potentially 1,000 permanent jobs.

### **The five ‘key’ sites within the Enterprise Zone (EZ) are as follows:**

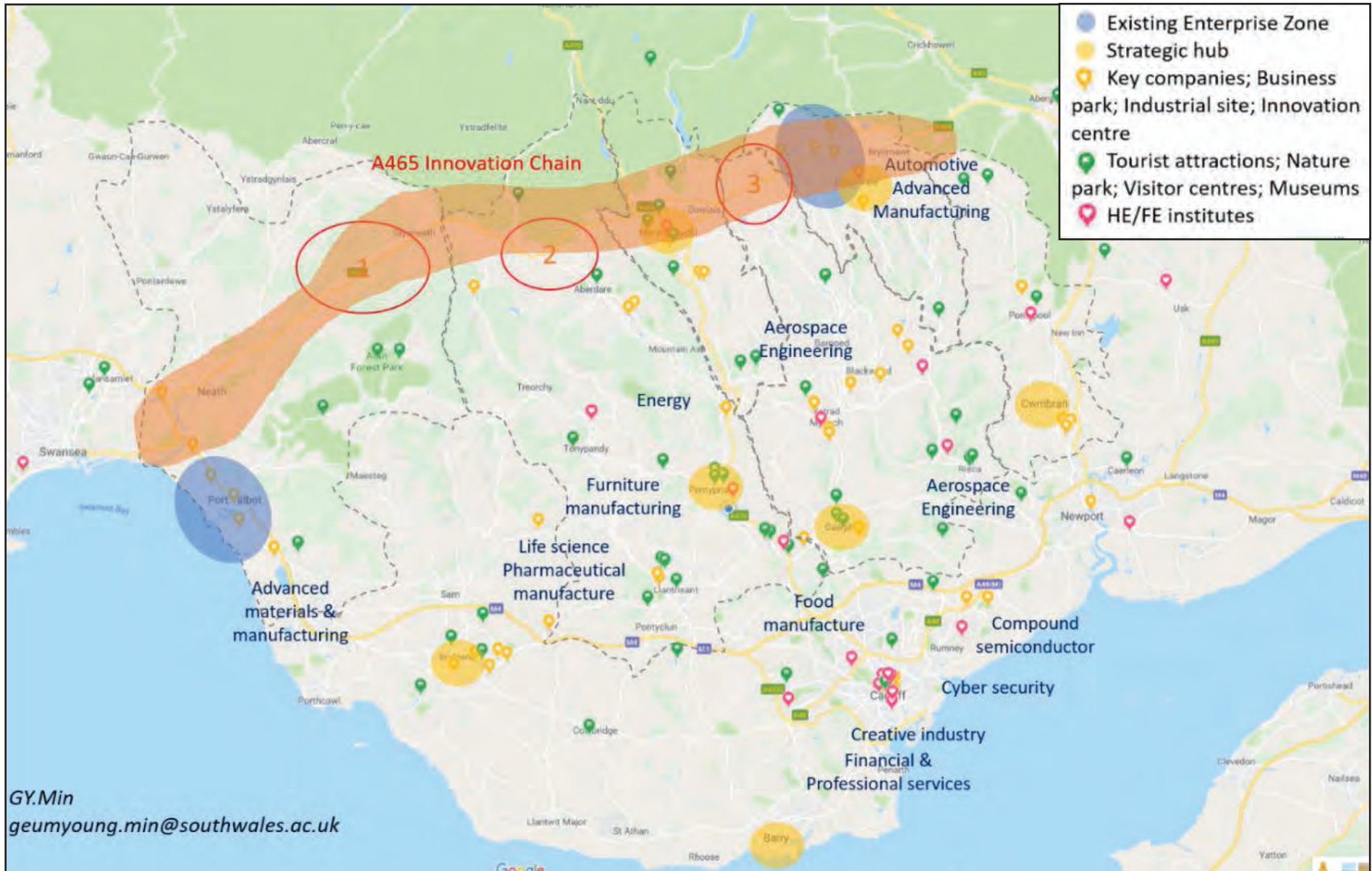
- Bryn Serth (20.2 ha);
- Rassau Industrial Estate (7.1 ha);
- Rhyd-y-Blew (29.2 ha) – development of a technology park at this location in lieu of the Circuit of Wales scheme, including a 50,000 sq ft advanced manufacturing unit;
- The Works (6.2 ha) – development of 22,000 sq ft of B1/B2 starter units;
- Tredegar Business Park (2.1 ha)

All of these sites benefit from close proximity to the A465, allocation within the Blaenau Gwent LDP for class B uses, a simplified planning regime via a local development order (LDO) and financial support from Finance Wales and the Welsh Business Rates Scheme. An opportunity exists to extend the EZ to incorporate employment sites in Rhymney to provide ancillary, complementary and service employment opportunities.

### **Establishment of an A465 Innovation Chain**

Work undertaken by the University of South Wales for the Valleys Taskforce recommends the establishment of an ‘innovation chain’ to maximise the impact of the A465 dualling. The aim of this is to provide a series of strong innovation clusters in order to boost the regional economy and attract external investment. Three zones are identified, based on existing characteristics:

# A465 Innovation Chain



- Zone 1 (Glynneath area, Neath Port Talbot): energy/environment cluster;
- Zone 2 (Hirwaun-Aberdare area, Rhondda Cynon Taf): IT/digital cluster;
- Zone 3 (Dowlais, Merthyr - Bute Town, Caerphilly): extension of Tech Valleys and Merthyr industrial sites.

The main focus of Zone 3 is to provide greater connectivity between the automotive presence in Ebbw Vale and those additional facilities that exist in Merthyr – some industrial as well as retail and leisure. The USW work envisages the addition of R&D facilities, support for business start-ups and conferencing and hospitality facilities for business and investors along this corridor. The Masterplan seeks to build on this approach by developing the role of Rhymney's existing employment sites, in order to complement the focus on automotive and advanced manufacturing within the Ebbw Vale Enterprise Zone.

Rhymney is situated between Ebbw Vale and Merthyr on the A465 and, although it has no designated role as set out within the VTF delivery plan, it possesses a 'critical mass' of existing employment land and premises which is a comparative strength in the HOVRA, which illustrated that Rhymney can compete with neighbouring areas to attract and retain business. The Rhymney employment cluster comprises the following sites:

- Heads of the Valleys (19.5 ha) – 5.2 ha of undeveloped land remains available for development;
- Capital Valley (14.8 ha) – 3.3 ha at the southern end is undeveloped;
- Maerdy Industrial Estate (12.5 ha);
- The Lawns Industrial Estate (7.3 ha) – there is planning consent to develop 15 new units on the residual land available.

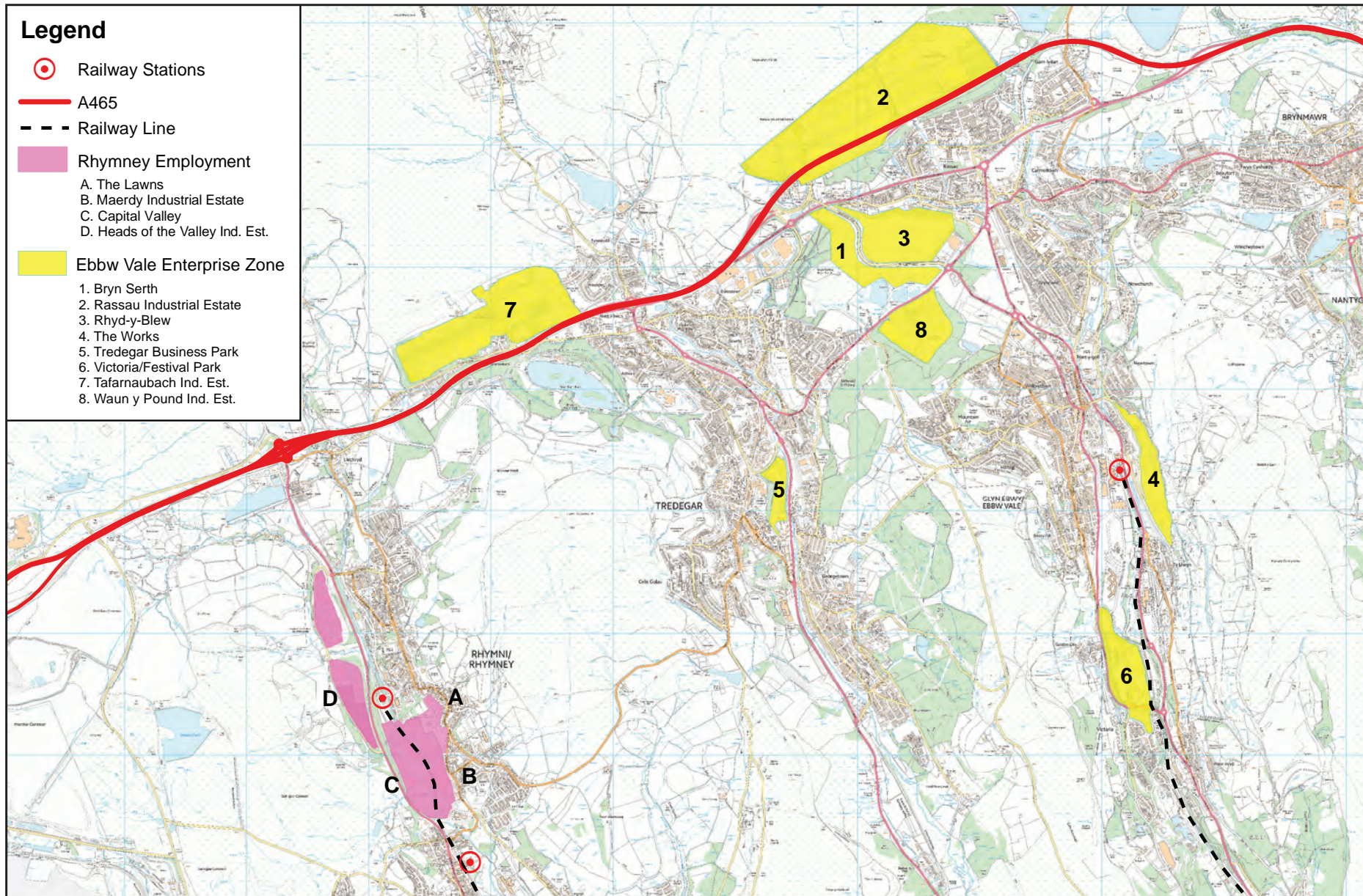
This cluster of industrial estates is situated either side of the A469 north-south link road, in very close proximity to the A465, offering

excellent vehicular and freight access to Merthyr Tydfil to the west and the Ebbw Vale Enterprise Zone to the east. Rhymney Station provides excellent rail access through the County Borough to Cardiff, whilst there is the capability to transport freight from the Capital Valley railhead, which is unique in the Heads of the Valleys area.

The following map identifies the EZ sites as well as the Rhymney cluster, and the key transport routes that exist in the local vicinity:

Given Rhymney's proximity to the EZ and the need for mutually complementary employment growth in order to deliver economic benefits to this part of the A465 corridor, it is proposed that the scope of the existing Ebbw Vale EZ be expanded to create a **Heads of the Valleys Enterprise Zone**, complementing the planned growth in the automotive sector at Ebbw Vale and the retail/leisure offer at Merthyr (including the forthcoming Rhydydar West scheme).

## Ebbw Vale Enterprise Zone and Rhymney Employment Sites



Collectively, these proposals will build on the benefits of the A465 dualling and the newly developed Metro hub at Rhymney Station.

In terms of the sectoral analysis undertaken in respect of existing sectors operating within the area, the Rhymney area does accommodate companies which are active in the area of healthcare more generally, be it manufacturing or supply. This part of the HOVRA, encompassing Rhymney and the broad cluster of related firms in Blaenau Gwent (including PCI Pharma at Tafarnaubach), therefore has the potential to build on this specialism, provided that a) a suitable workforce can be retained and expanded upon; and b) the customer base is sufficiently accessible.

An enlarged Heads of the Valleys Enterprise Zone may also present opportunities for the HOVRA more generally. Whilst the growth of the automotive sector has reportedly been slow, there are examples of firms operating within the sector and, should a critical mass be reached whereby the sector

exhibits clustering characteristics in the area (technical expertise and social capital locally inherent to that particular field), opportunities for expansion will arise, either in the form of additional automotive or other, complementary sectors. Whilst this process is heavily reliant on the development of technical expertise and skills, the Rhymney area does have sites that could accommodate such development in the form of Capital Valley (which requires redevelopment) and Heads of the Valleys Industrial Estate (which has undeveloped land).

Work undertaken by JLL/Sutton Consulting on behalf of the Cardiff Capital Region has presented findings in terms of take-up and demand for the different categories of employment premises and recommendations as to how these should be addressed spatially across the region. Those pertinent to the Heads of the Valleys Regeneration Area are:

### **Traditional Small B1/B2/ B8 Industrial Units**

Studies across the CCR have identified

very high occupancy rates for such units. It is recommended that the average site offered should be 1,500 – 2,000 sq ft. Focus on provision of these units should be on those parts of the CCR outside Cardiff and Newport where new private sector development of such floorspace is viable. Potential locations in Caerphilly County Borough include Caerphilly/Bedwas, mid Valleys locations (Ystrad Mynach, Blackwood) and Rhymney. Further development of such premises will benefit local enterprise, including – potentially – some elements of the foundational economy.

### **Large B2 Industrial and Manufacturing Units**

There has been a steady take-up of floorspace across the CCR since the 2007-10 economic downturn and there is now a near historic low in terms of supply, particularly regarding modern floorspace. There is little speculative development but the flow of foreign direct investment remains slow but steady. Recommended locations for intervention

include the provision of large manufacturing units at Oakdale and Rhymney (1 x 50,000 sq ft and 1 x 25,000).

## **Metro Stations as Business Hubs**

A pilot programme is suggested to explore the feasibility of converting stations into well-connected business hubs as part of a sustainable regeneration masterplan, with the local station at the centre. It is anticipated that Metro will generate sufficient commuter traffic to justify commercial development at key locations and, in time, facilitate investment beyond the immediate station environs. Public sector intervention will be required in the first instance to bring forward sites of sufficient quality and scale. Three pathfinder schemes are recommended as an exemplar (10,000 sq ft employment floorspace) with potential locations including Rhymney.

## **Other**

With the growth in prominence of electric vehicles, the lack of charging infrastructure across the CCR is highlighted. With the

ongoing A465 dualling programme, there is potential to create an EV-friendly service station on the A465 which could also provide tourism and visitor services.

Rhymney is identified as being a location that would benefit from the development of small business start-up units, demand for which is strong a) across the region due to prevailing high occupancy rates; and b) locally due to a low proportion of suitable stock. Its location just outside the Ebbw Vale EZ, as well as good transport links provided by the A465 and A469 southbound would enhance its attractiveness as an area for developing complementary activities to those in the EZ with the provision of suitable premises. Other factors could also work in its favour, if public funding is utilised to develop the potential of these attributes:

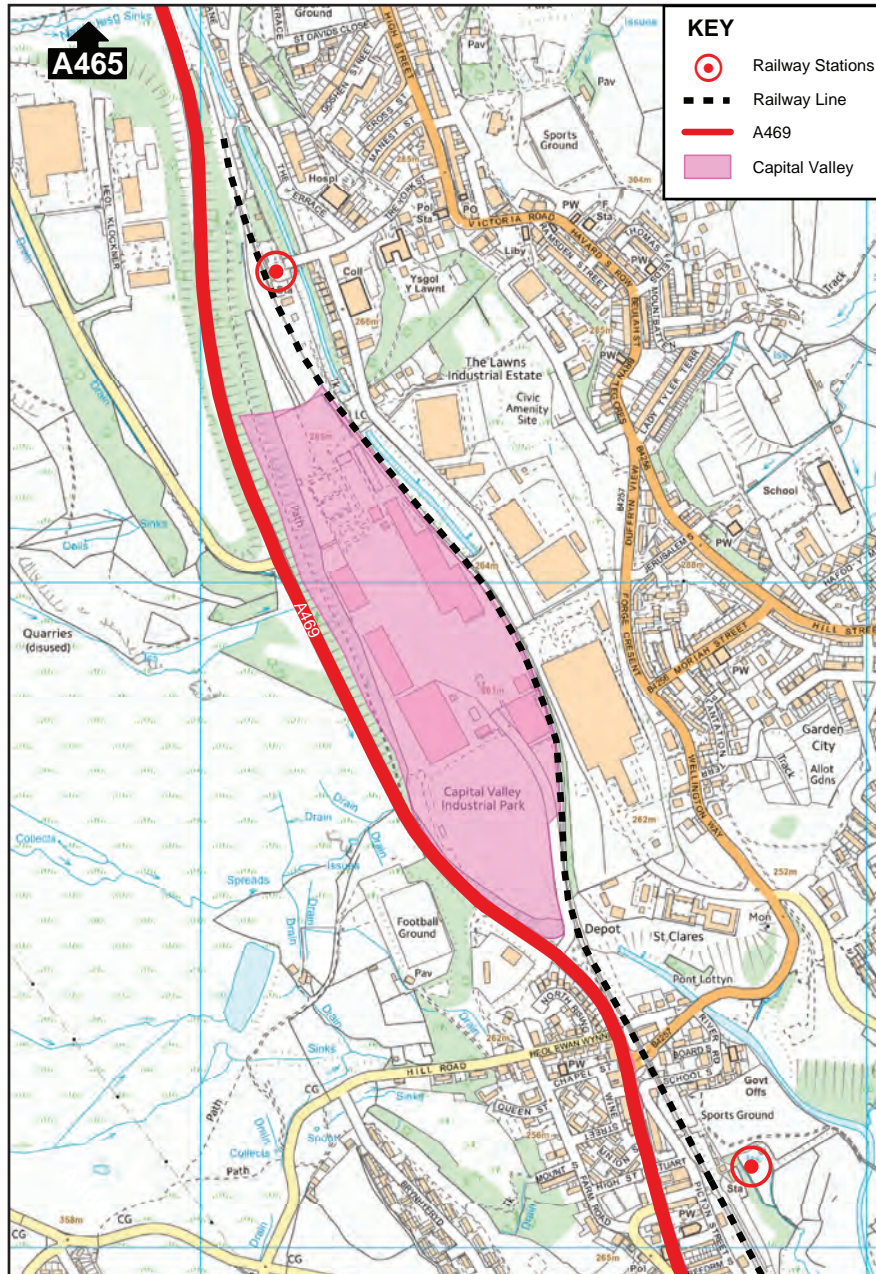
- Potential for increased economic integration with the rest of the region due to the increase in journey frequency at Rhymney Station and the potential role of the Station as an economic hub for the HOVRA;

- The existence of a railhead at Capital Valley gives the area freight transfer capability, which is unique in the wider EZ area;
- The collaborative aspect of the proximity of existing commercial/industrial uses elsewhere in Rhymney, particularly the adjacent Lawn and Maerdy Industrial Estates;
- Opportunities to encourage all industrial estate owners to re-brand their premises as a single business location, pooling resources and encouraging a partnership approach to development in this sector (possibly with those in the EZ);
- Rhymney does have an existing life sciences presence, and the provision of modern business stock could develop this further.

## **A - 1 Capital Valley**

Capital Valley is an existing industrial estate, comprising older, low quality industrial and warehouse accommodation. Land in the south is in use for open storage while there

## Capital Valley



are multiple derelict/demolished buildings in the north. Much of it is within TAN 15 flood zone C2.

There is concern that the existing stock is not fit for purpose in places, specifically that there is a shortage of smaller, modern units suitable for new business start-ups. Vacancy rates on Capital Valley as of 2018 were 52.6% in terms of numbers of units; 37.2% in terms of floorspace. Notwithstanding this, the existing businesses on the site employ circa 200 people.

Redevelopment of the site to tailor it (at least in part) to the needs of specific sectors, complemented by investment in the development of a range of particular skill sets, would allow such businesses to take advantage of an appropriately trained and upskilled workforce. Key areas that could be targeted are manufacturing (potentially advanced manufacturing in relation to automotive), processing, energy and institutional potentially involving mixed-use schemes including housing or commercial uses.



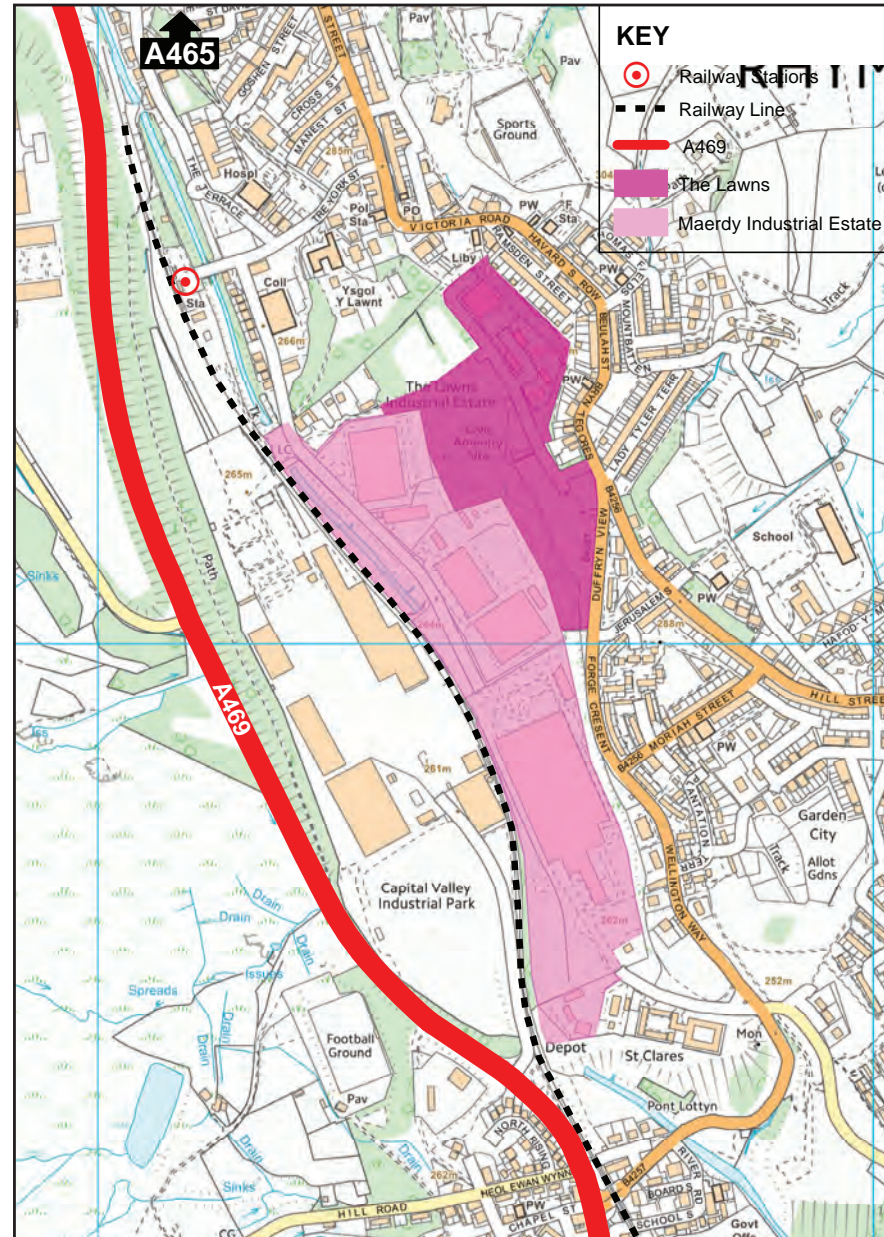
## Development Principles

- Redevelopment of the site for small, start-up units, and larger B2 development;
- Potential mixed-use development including housing or commercial uses;
- Maximising the existence of a railhead;
- Integration with Rhymney Station and the town centre, especially due to increased journey frequency;
- Optimising the site's strategically advantageous position through a range of economic uses, including potentially targeting complementary uses to those forming the basis of the existing EZ/Tech Valleys.
- Integration with the Community Regeneration-led Gateway to Employment model, providing key relevant training opportunities for existing workforces and unemployed participants.

### A - 2 The Lawns Industrial Estate

The Lawns Industrial Estate (lying immediately adjacent to The Maerdy

## The Lawns and Maerdy Industrial Estates



## The Lawns Industrial Estate



**Mynedfa'r Gogledd/North Entrance**

1:100



**Mynedfa Gwedd y De/ South Entrance**

1:100



**Mynedfa Gwedd y Gorllewin/West Entrance**

1:100

Industrial Estate) is centrally located in Rhymney on the north eastern side of the cluster of estates and is the smallest of the four. Existing units are of moderate quality, and the majority of them are used for storage, office space or other less industrial facilities/ use, also on site is a civic amenity centre. Access to the Lawns estate is only possible from the southern end via a link road off the B4257. There is a strong and ever increasing demand for expansion and enhancement of the estate for light industrial, high quality 'starter units'. As well as potential, additional opportunities for expansion of the estate in the future, the Council aims to bring into beneficial economic use a parcel of prime underutilised land (approx. 0.65Ha in size) adjacent to the existing estate to significantly expand the site's employment offer. This will result in the design and construction of new high quality light industrial factory units and associated infrastructure, to be delivered in 2020. The scheme will consist of the following key elements:

- New access highway infrastructure & parking areas;
- New single storey employment buildings (x3) – with internal units ranging in size between 50, 70 & 100 sq.m;
- Associated soft and hard landscaping features.

### **Development Principles**

- Development of new start units to satisfy demand;
- Better integration of business space within the sites, enhanced legibility of access;
- Reduced commuting out of the area through increased provision of local jobs;
- Maximise opportunities brought about by Metro, due to proximity to Rhymney Station.

### **A - 3 Heads of the Valleys Industrial Estate**

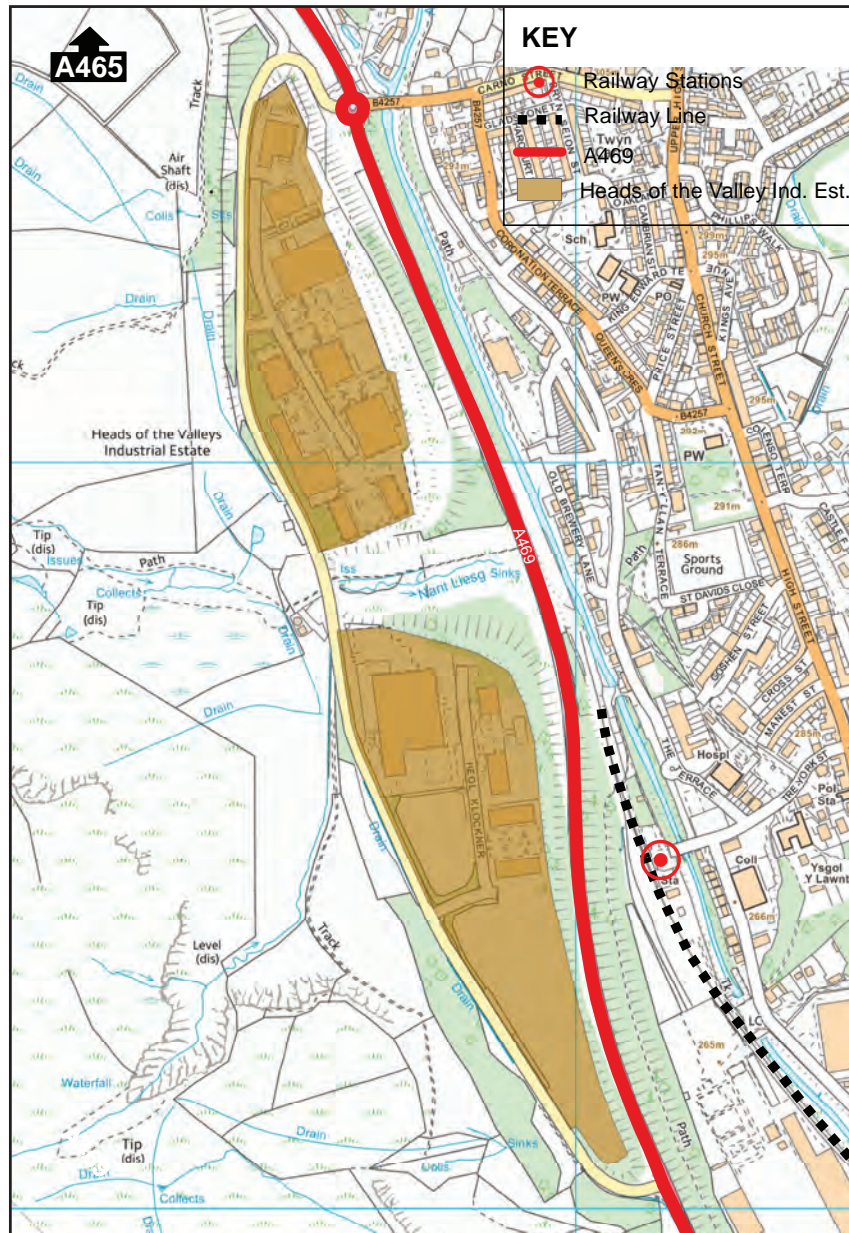
Located off the A469 and divided into two parts, the northern part of the estate together with a portion of the southern

part is protected for employment use in the LDP. The remainder is allocated for new employment development. The northern section comprises mid-sized industrial premises, the southern section comprises a row of smaller units, one large property and vacant land.

Sharp Clinical Services, part of UDG Healthcare plc, has recently invested £9m to fund a new multiple – phase pharmaceutical manufacturing, packaging and distribution facility at this location adding to the range of life science manufacturing facilities on the estate (Convatec Ltd is also located here) demonstrating the attractiveness of the area to multi-national life science companies.

The site's extremely good transport links in relation to the A465, as well as the availability of undeveloped land, enhance its status as a candidate for the location of life science facilities and for business conferencing provision to serve the wider A465 corridor.

## Heads of the Valleys Industrial Estate



## Development Principles

- Good strategic location on the A469 and very close to the A465;
- Availability of undeveloped land;
- Build on collaborative aspect of the proximity of existing commercial/ industrial uses elsewhere in Rhymney, particularly Capital Valley and the Lawns and Maerdy Industrial Estates;
- Opportunity to develop role of existing sectors e.g. life sciences;
- Potential location for sub-regional business conferencing facility, to be developed as part of an overall improvement to the site's environment;
- Integration with the Community Regeneration led Gateway to Employment model, providing key relevant training opportunities for existing workforces and unemployed participants.

## **B - Improve social and economic resilience through education, training and careers advice, and foster the development of the foundational economy within this area to ensure that economic growth accrues more equitably**

### **B - 1 Education, Training and Skills**

In order to combat the economic deprivation that is present in much of the HOVRA and in conjunction with the physical proposals set out under Objective A, there is a need to ensure the provision of suitable education and training initiatives, programmes to reduce worklessness and the development of transferable skills.

This will provide several opportunities in relation to economic prosperity:

- To provide local people with the necessary skills required for employment, generally bringing about an increase in skill levels and improving people's access to good quality jobs;

- To foster a renewed spirit of confidence and entrepreneurship and increase the likelihood of higher levels of indigenous business formation and economic growth;
- To attract key employers, particularly those operating in higher value-added sectors, as part of an overall 'package' including modern, fit-for-purpose employment premises and good sub and inter-regional connectivity.

Having regard to the role of the HOVRA within the context of the wider Heads of the Valleys region, such an approach needs to be appropriately tailored to the economic aspirations set out by the Valleys Taskforce and the Tech Valleys initiative. In practice, this means the propagation of skills tailored to the area's key growth areas.

As outlined in *A Foundation for Success* and its supporting document *Delivering Prosperity*, there is a need for co-ordinated delivery between relevant organisations in order to ensure a comprehensive approach regarding the following:

- The provision of appropriate career support for children and adults;
- Addressing the mismatch between the skills needed to access jobs and the training provided through the curriculum and by training providers;
- Ensuring that there are opportunities for upskilling among the current workforce;
- Improve links between educational institutions, including schools, and local businesses;
- Integration with the Community Regeneration led Gateway to Employment model, providing key relevant training opportunities for existing workforces and unemployed participants.

As part of this, Valleys Taskforce is piloting a project across its area which seeks to connect social and economic challenges with crowdsourced entrepreneurial solutions, utilising a cloud-based, open innovation platform to establish links with local educational institutions. Essentially, the

project will connect local SMEs with a wealth of intelligence contained in Universities and Colleges to offer solutions to everyday business problems.

Specific actions in relation to education, training and skills are set out within *A Foundation for Success*. In addition, the Council is preparing a Skills, Training and Employment Strategy which will further develop ways of improving skills attainment.

## **B - 2 Foundational Economy**

The foundational economy has been defined as the “social consumption of essential goods and services”. It includes things such as healthcare, education, food processing and retail, utilities and infrastructure. By its very nature, it exists where demand is localised and permanent and, therefore, the foundational economy exists across the whole of the HOVRA.

For this reason, this is a cross-cutting objective that covers the whole area,

rather than particular sites. Resilience can be improved through investing in firms and organisations within the foundational economy, and the Welsh Government Foundational Economy Challenge Fund will offer support to organisations and businesses to introduce innovative ways of working. The Council’s Business Support service can assist organisations who may wish to access this funding.

Business Support also has a role in terms of working with businesses to establish networks of collaboration, ensuring that local supply chains can be established where they don’t already exist, serving to keep money within the local economy. Related to this is the provision of suitable business stock – the delivery of modern start-up units on estates such as Capital Valley and The Lawns will assist in adding to existing premises in places such as New Tredegar and providing fit-for-purpose business space for local firms. The Community Regeneration-led Gateway to Employment model will provide key relevant

training opportunities for existing workforces and unemployed participants (specifically relating in work support and upskilling existing workforces).

Council procurement processes can also assist by investing in Heads of the Valleys organisations on locally specific contracts where possible. This will ensure that contracts are socially beneficial, ensuring that infrastructure projects deliver community benefit. This needs to be done in such a way that builds capacity in local businesses, offering long-term employment and training.

Education and training providers will be important in building the relevant skills required to enable organisations to maintain networks of collaboration, and in accessing Welsh Government funding opportunities. Integrated Well-Being Networks, which seek to connect the strengths and assets of communities, will also be relevant, and these will be discussed more fully under Objective H.

## C - Expand the area's sphere of influence and improve connectivity

The HOVRA lies within the wider A465 corridor, which stretches from Neath in the west to Abergavenny in the east (in a Welsh context) before crossing into the Midlands, with settlements in the northern part of the area in particular operating within the sphere of influence of nearby centres such as Merthyr and Ebbw Vale. Notably it now takes the same time by road from Rhymney to travel to the Midlands or London as it does from Cardiff. However the A465 route has the added benefit of avoiding the congestion of the Brynglas Tunnels and the Severn Bridge making the HOVRA an attractive proposition for businesses to locate.

### A465 Dualling

Dualling of the A465 Heads of the Valleys trunk road continues with Section 3 (Brynmaur to Tredegar) finished in 2015. Section 2, from Gilwern to Brynmaur, is now well underway although is more

technically challenging. Sections 5 and 6, from Dowlais Top to Hirwaun, will then follow and complete the project. Whilst the A465 provides opportunities in terms of increasing accessibility between settlements within the corridor, it risks concentrating development and its associated benefits in those that are regarded as being of strategic importance in a regional context i.e. Merthyr. The creation of a Heads of the Valleys Enterprise Zone will provide the basis for realising comprehensive economic benefits along the entirety of the A465 corridor, by matching investment in transport infrastructure with investment in the physical fabric of local economies and also in terms of the educational and skills requirements that are vital to support economic growth sectors.

The A469 resilience route remains a key aspiration in terms of improving connectivity between the northern and southern ends of the HOVRA, and improving resilience in terms of the area's highways infrastructure.

## South Wales Metro

The South Wales Metro initiative will provide an opportunity to build on existing provision within the HOVRA:

- The creation of a multi-modal and integrated transport network, involving traditional rail, light rail and bus rapid transit (BRT);
- £77 million investment in a package of Phase 1 infrastructure improvements across the region;
- Phase 2, which will involve the major transformation of the existing rail network across the region, delivering faster and more frequent services (four trains per hour), new stations, enhanced integration and the introduction of a new and improved rolling stock. This will deliver increased accessibility, improving access to employment and other services and facilities across the wider region and especially to communities on the core valley lines north of Cardiff and, specifically, the Rhymney Valley Line.

In terms of timescales, the implementation of Phase 2 is anticipated up to 2023, with further phases (beyond the core valley lines) to follow.

Metro is intended to act as a catalyst for transforming the economic and social prospects of the Cardiff Capital Region (CCR). Increased connectivity will bring about the following:

- Direct economic benefits through easier access to employment across the region;
- Agglomerative benefits;
- Development and regeneration benefits on key corridors and around key stations;
- Environmental and sustainability benefits;
- Ensuring the community is fully engaged and has valued input into proposed works. The use of existing Community Regeneration hubs can be developed upon to ensure all elements of work are integrated alongside existing community benefit related contracts.

Locally, the Rhymney Valley Line operational enhancements to enable more frequent and faster services will be delivered through Phase 2. Potential bus rapid transit routes between Rhymney and Ebbw Vale, and Rhymney and Merthyr, are also options for the future.

A pilot programme is suggested to explore the feasibility of converting stations into well-connected business hubs as part of a sustainable regeneration masterplan, with the local station at the centre. It is anticipated that Metro will generate sufficient commuter traffic to justify commercial development at key locations and, in time, facilitate investment beyond the immediate station environs. Public sector intervention will be required in the first instance to bring forward sites of sufficient quality and scale. The Council will work with Welsh Government and Transport for Wales to pursue a pilot at Rhymney Station.

### **Electric Vehicles**

The Council is currently exploring the

feasibility of providing electric vehicle charging points, following a commitment to increasing the use of electric vehicles and creating an all-electric public transport network. Funding has been obtained through the OLEV scheme for charging points in car parks near residential areas without off-street parking and a scheme is envisaged at Dyffryn Terrace, Eliot's Town, with the potential for additional locations to benefit including Pontlottyn Station and Parc Cwm Darran.

### **Digital Connectivity**

Digital Connectivity is critical if the economy of the HOVRA is to improve. Welsh Government established the Superfast Cymru initiative in order to extend the coverage of superfast broadband to those areas across Wales not covered by commercial rollout. This programme concluded in 2016 and has had substantial success in rolling out superfast broadband provision across the country.

The quality and speed of such digital connectivity is of great importance for the

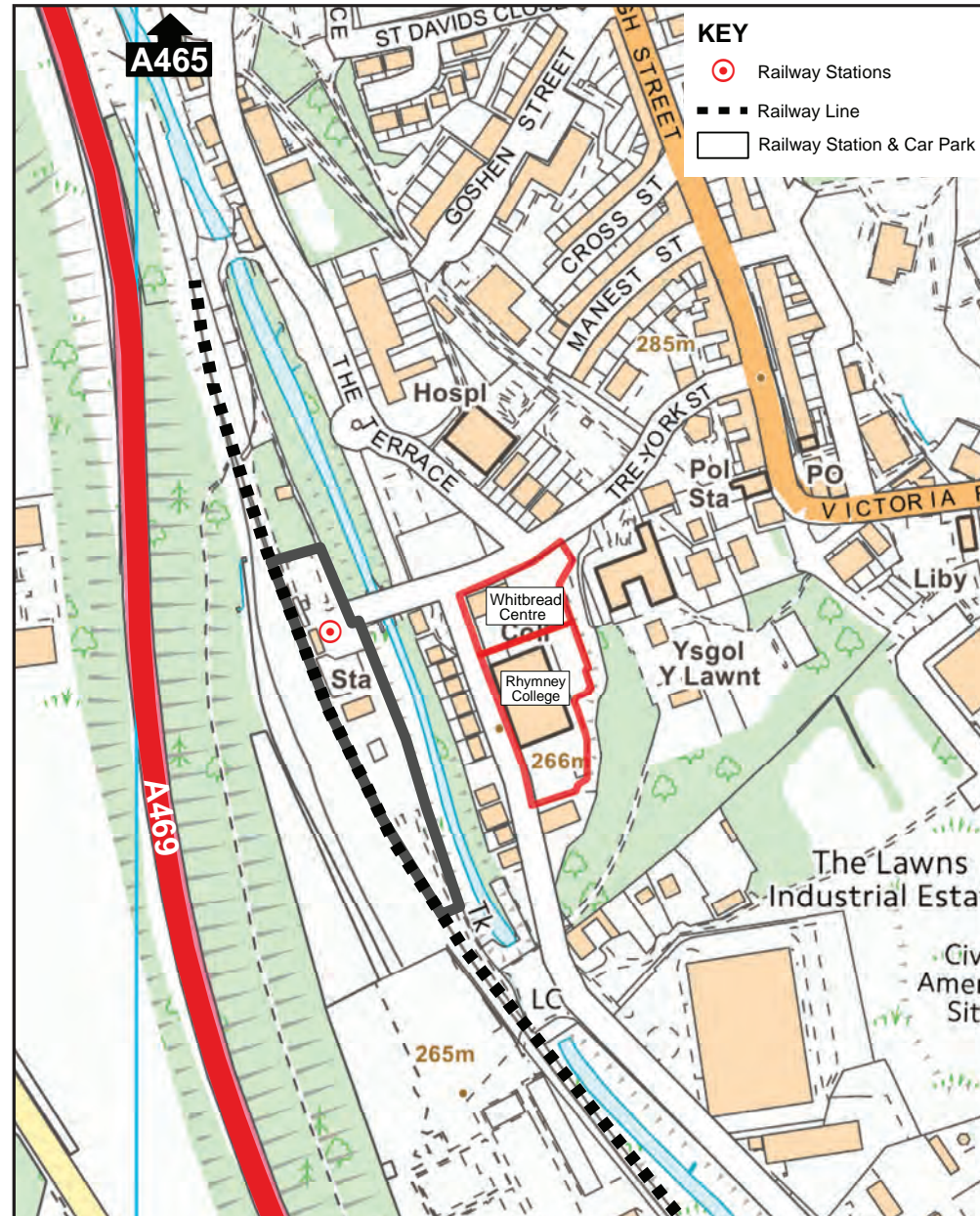


business community, in terms of being able to address new market opportunities, the scaling up of operations and impacting positively on profitability. However, the success that can be delivered through the provision of such infrastructure is dependent on take-up rates, and therefore businesses throughout the HOVRA will be encouraged to unlock their full potential through the use of digital technology.

In some parts of the HOVRA, areas of poorer connectivity may persist, and therefore opportunities to address this should be pursued, both through:

- Extended provision of enhanced digital infrastructure, where necessary; and
- The linking of enhanced infrastructure to businesses and homes, through redevelopment and adaptation;
- Use of existing services such as Digital Fridays, local libraries and local outreach venues to improve digital literacy and

## Land around Rhymney Station



provide access to broadband in deprived areas where people would not be able to access ICT provision;

- Link to the Gateway to Employment model to improve basic skills in the most deprived and isolated communities.

### **C - 1 Land around Rhymney Station**

Within 100m of Rhymney Station lies the Whitbread Enterprise Centre and the former Rhymney College. There is potential for part of this land to be redeveloped as a multi-functional business hub, offering business units, live-work space and a commercial element including meeting facilities. In conjunction with the increased journey frequency brought about by Metro, this would allow the station and its immediate environs to maximise the economic advantage offered by increased connectivity to external markets, as well as to create a multi-purpose focal point in close proximity to Rhymney town centre and to additional, new business premises at The Lawns.

As part of the investments being made in Metro, the Council is working with Transport for Wales to secure station improvements at Rhymney Station. The improvements will include enhanced stabling facilities, platform extension and remodelling, additional parking, a new toilet block and waiting rooms, cycle racks and ticketing and wifi upgrades.

### **Development Principles**

- Economically advantageous due to proximity to rail station, as well as existing firms located on nearby industrial estates;
- Optimisation of vacant/underused land;
- Provision of start-up/incubator units suitable for firms requiring access to transport infrastructure;
- Development of multi-functional element;
- Further enhancements to Rhymney Station as part of Metro;
- Increase in journey frequency.

### **C - 2 Other Stations (Bargoed, Pontlottyn, Brithdir, Tirphil)**

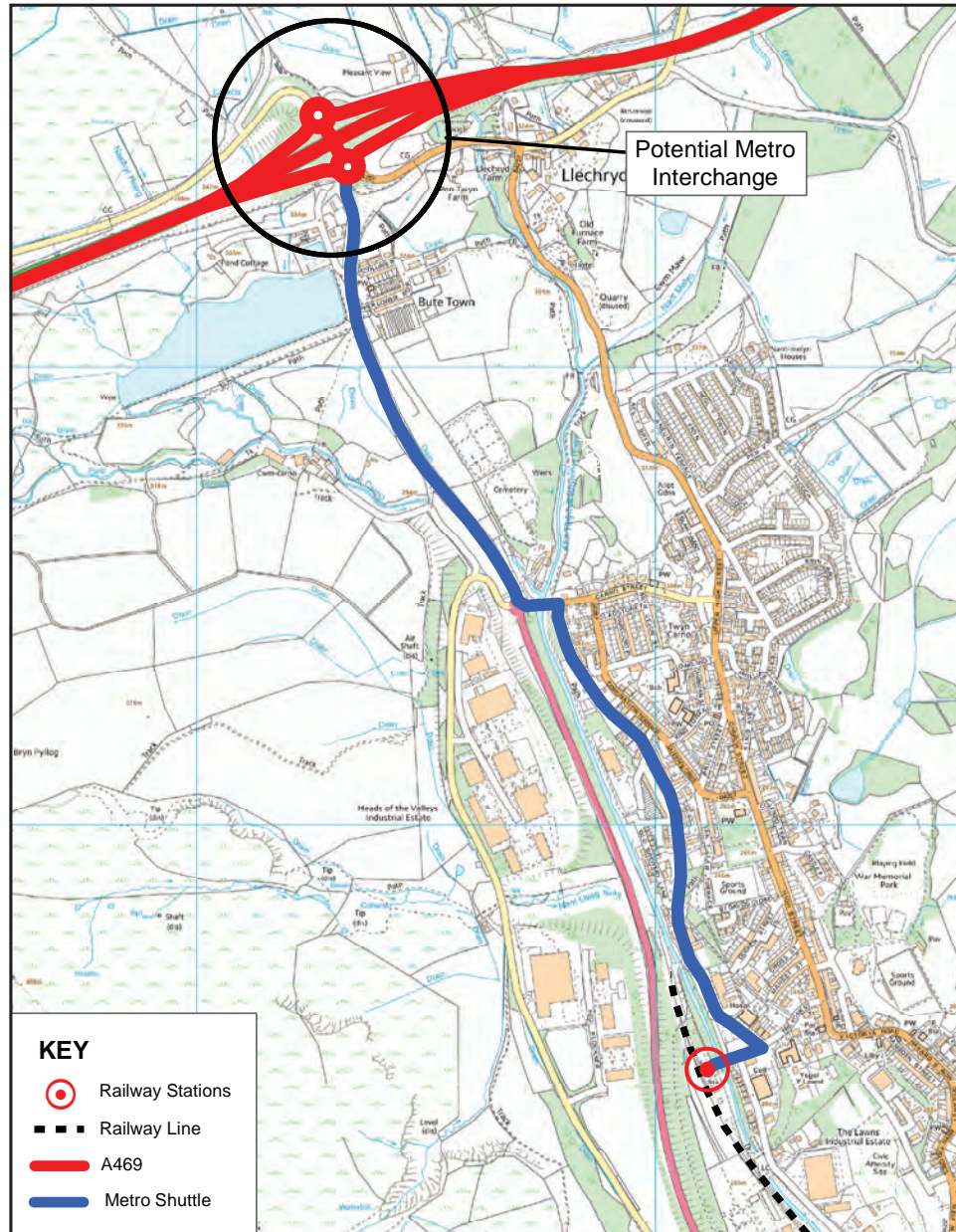
General improvements are planned by Transport for Wales under the Metro proposals for Bargoed Pontlottyn, Brithdir and Tirphil Stations, including level boarding, lighting and cycle racks, ticketing and wifi. There is also an aspiration for additional parking at Bargoed Station, which will be covered further on.

The possibility of installing electric vehicle (EV) charging infrastructure at Pontlottyn Station is also being considered under the OLEV grant scheme.

### **C - 3 A465/A469 Transport Hub**

There is the potential to explore the development of a transport interchange close to the intersection of the A465 and A469, linking the major east-west and north-south routes in this part of the Heads of the Valleys corridor. This scheme would be likely to come forward under a later phase of investment (post Phase 2 of Metro) under Metro Plus, and financed through City Deal.

## A465/A469 Transport Hub



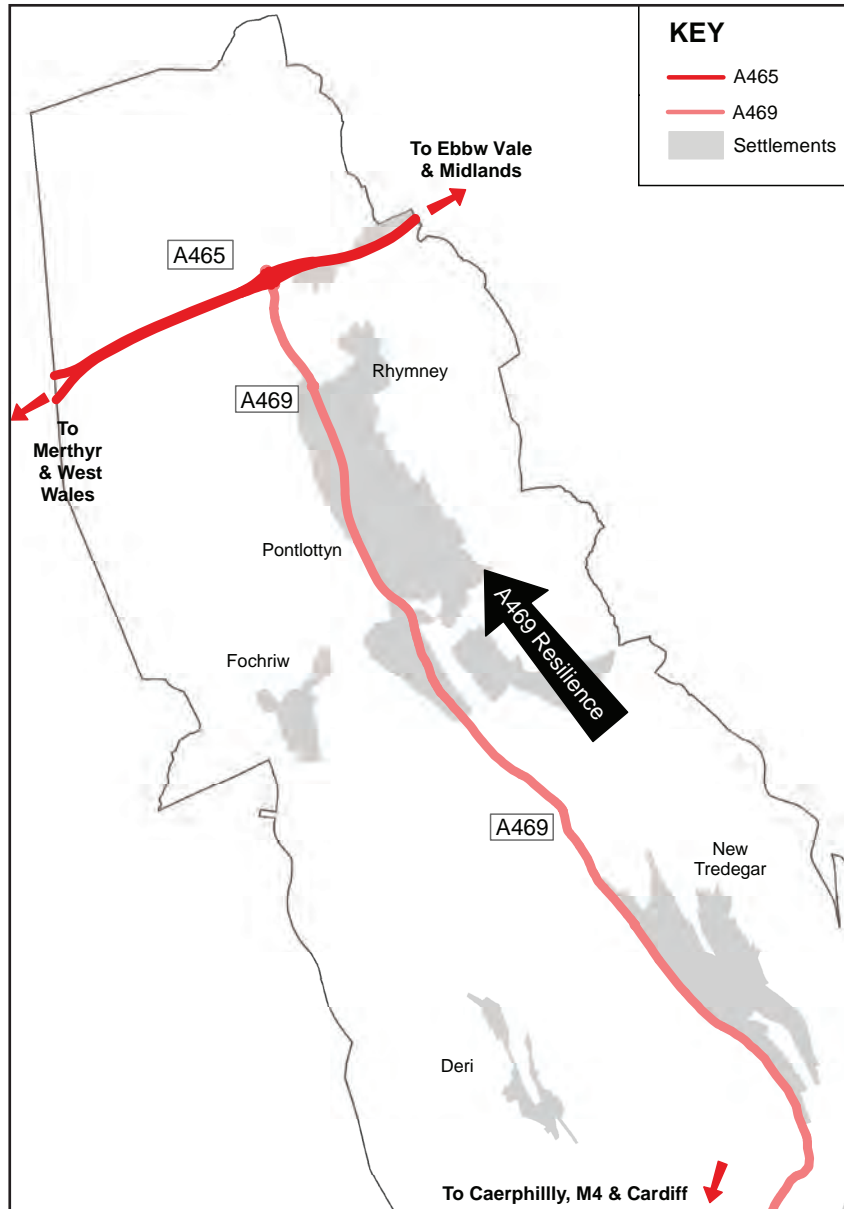
## Development Principles

- Provision of park and ride between the A465 and Rhymney Station;
- Development of links with planned and existing active travel routes (C - 7);
- Close to tourism and leisure amenities – Bute Town heritage offer, Bute Town Reservoir, Parc Bryn Bach;
- Creation of sustainable transport links between the A465 and new employment provision at the proposed Heads of the Valleys Enterprise Zone.

## C - 4 A469 Resilience Route

Whilst Metro and the increasing role of public transport is of key importance to the sustainable development of the HOVRA, the integration of different modes is of key importance in terms of ensuring that communities are well-connected. The closure of the A469 between New Tredegar and Rhymney, due to a landslip in February 2014, has demonstrated the importance of this

## A469 Resilience Route



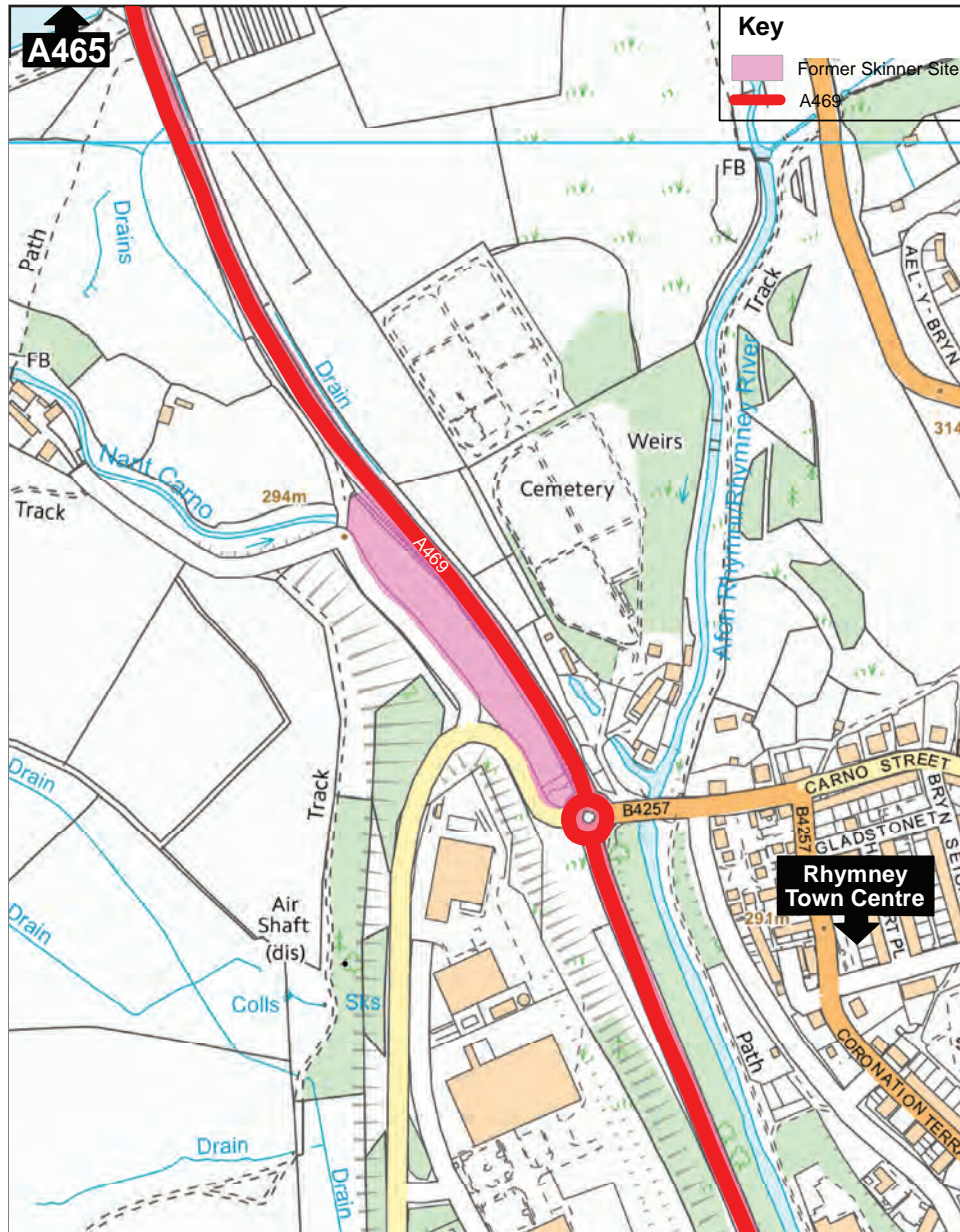
route to the accessibility of the Masterplan area. Investment is required to ensure greater resilience for the route to maintain accessibility to this part of the county borough. Greater levels of connectivity is essential to the development of sustainable communities and increasing the area's attractiveness as a business and visitor destination.

Feasibility work has previously been undertaken regarding the development of a new highway route between New Tredegar and Abertyswg, and currently ground investigations are underway at the existing route. An assessment can then inform the best option to secure the route for the future. Once all avenues and cost benefits have been examined funding options will be explored.

### C - 5 Former Skinner's Site, Rhymney

The site forms a vacant strip of land to the north of Heads of the Valleys Industrial Estate, which formerly accommodated the Ron Skinner car dealership. The site

## Former Skinner's Site



is approximately 0.8ha and is situated immediately adjacent to the A469 and in very close proximity (within 1 km) to the A465, although lies wholly within a C2 flood risk area.

The site's location, ideally situated along major transport arteries, provides an opportunity to tackle two issues:

- The need for a service location on this stretch of the A465, in order to act as an 'attractor' to traffic passing between Merthyr and Blaenau Gwent;
- The shortage of electric vehicle charging points in this part of the County Borough and along this stretch of the A465 – there are none between Merthyr and Brynmawr.

## Development Principles

- The site has flood risk and, due to previous uses, potential contamination issues which need to be addressed;
- Highly accessible, cleared, developable brownfield site;
- Opportunity to realise some form of

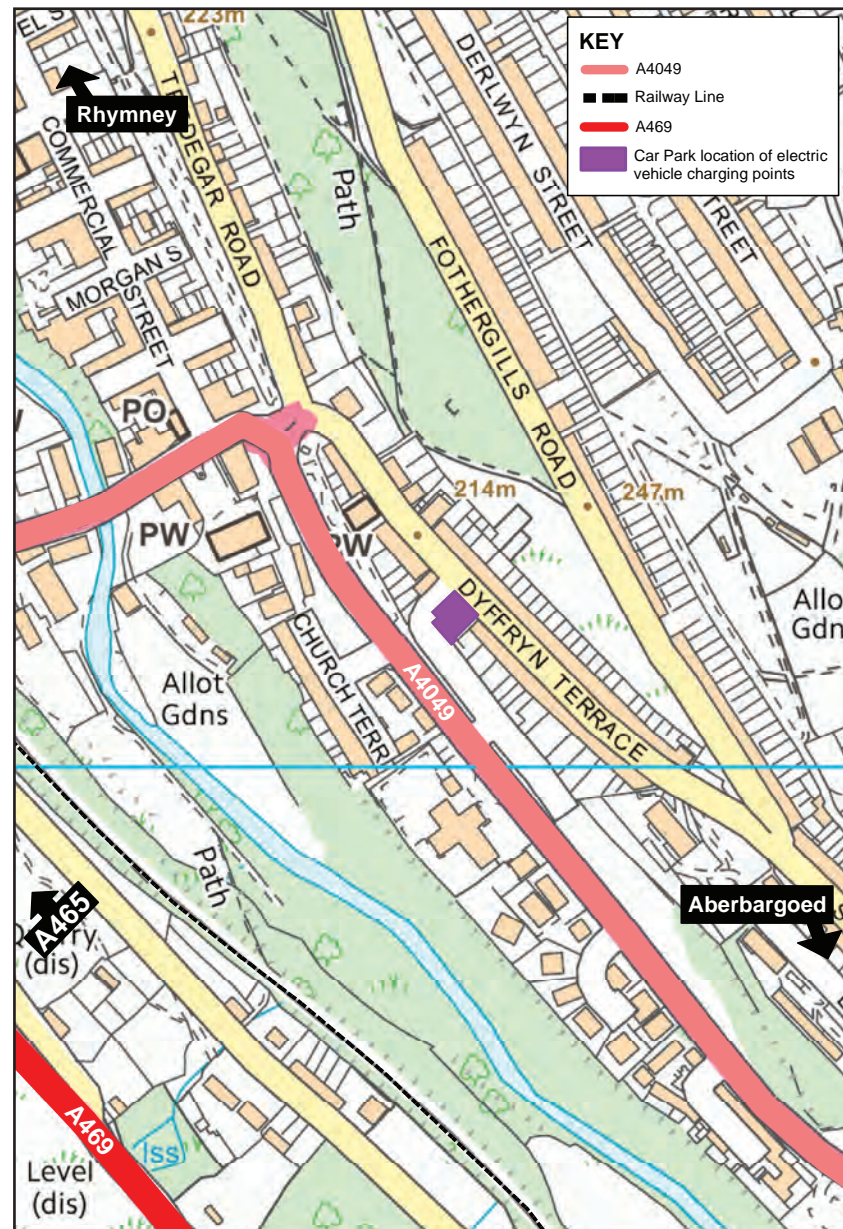
commercial/service-related development just off the A465;

- Development at this location would act as an 'attractor' to the area, increasing levels of consumer spending;
- Very close to Heads of the Valleys Industrial Estate – development of a regional business conferencing facility at this location could enhance the economic attraction of such a development;
- Integration with the Community Regeneration-led Gateway to Employment model, providing key relevant training opportunities for existing workforces and unemployed participants.

### C - 6 Dyffryn Terrace, Elliotts Town

Funding has been obtained under the OLEV grant scheme for the installation of electric vehicle charging points at Dyffryn Terrace, Elliotts Town. This will enable the provision of two charging posts serving four parking bays for residents without off-street parking.

### Dyffryn Terrace, Elliotts Town



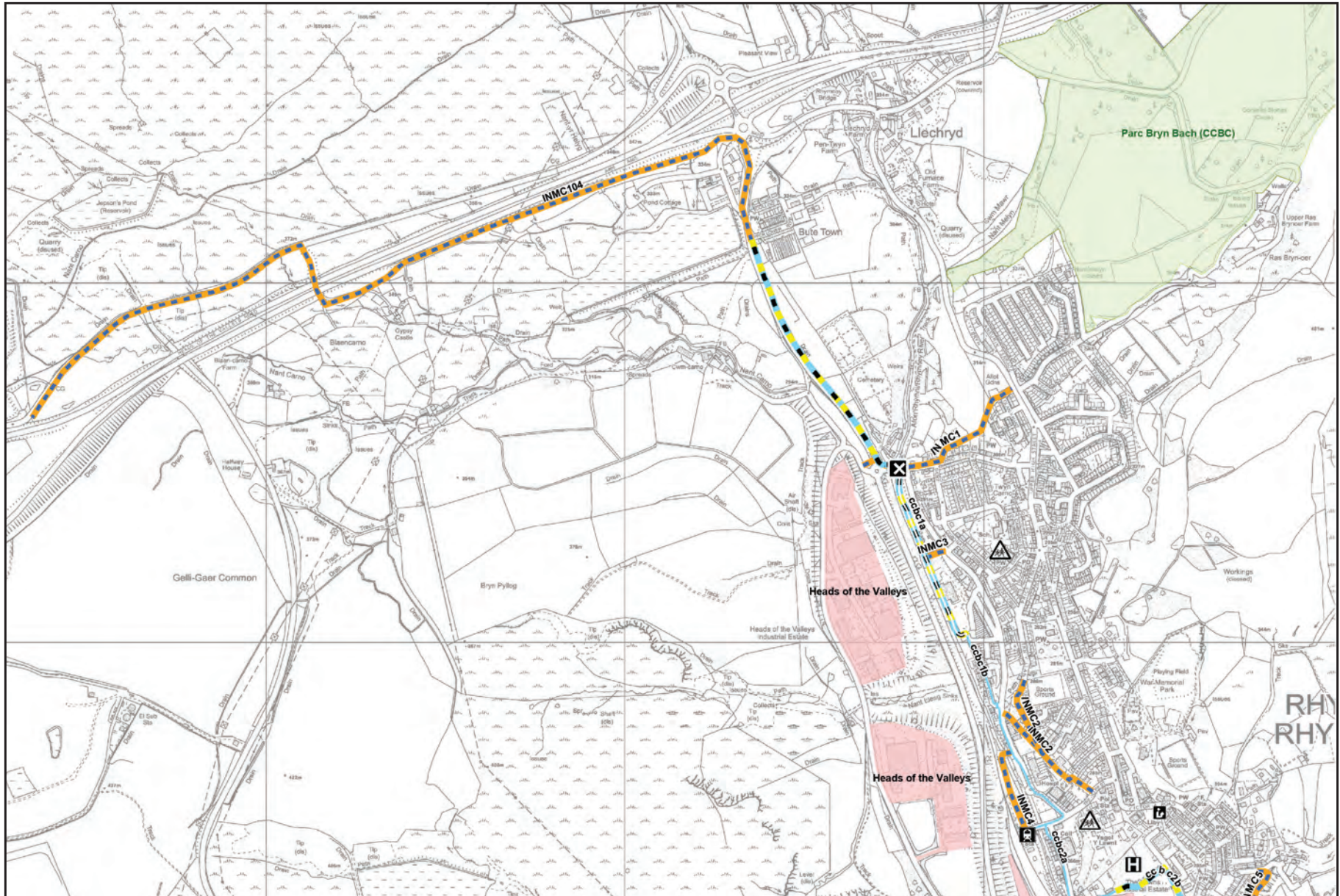
## C - 7 Active Travel Routes

Active travel covers walking and cycling routes for everyday journeys, including to school, to work, to shops and to access services, such as health or leisure centres. Active travel routes are important for promoting healthier lifestyles and for increasing connectivity and accessibility.

The Active Travel (Wales) Act 2013 specifies designated locations for provision of active travel routes. Whilst not all locations within the Masterplan Area fall within such designation, a number of schemes have been identified in the Masterplan area based on the Existing Routes Map (approved by Welsh Government in 2018) and the Integrated Network Map, which sets out the Council's proposals for the next 15 years. These are schemes incorporate a combination of cycle routes and footpaths as well as shared routes and are set out below:

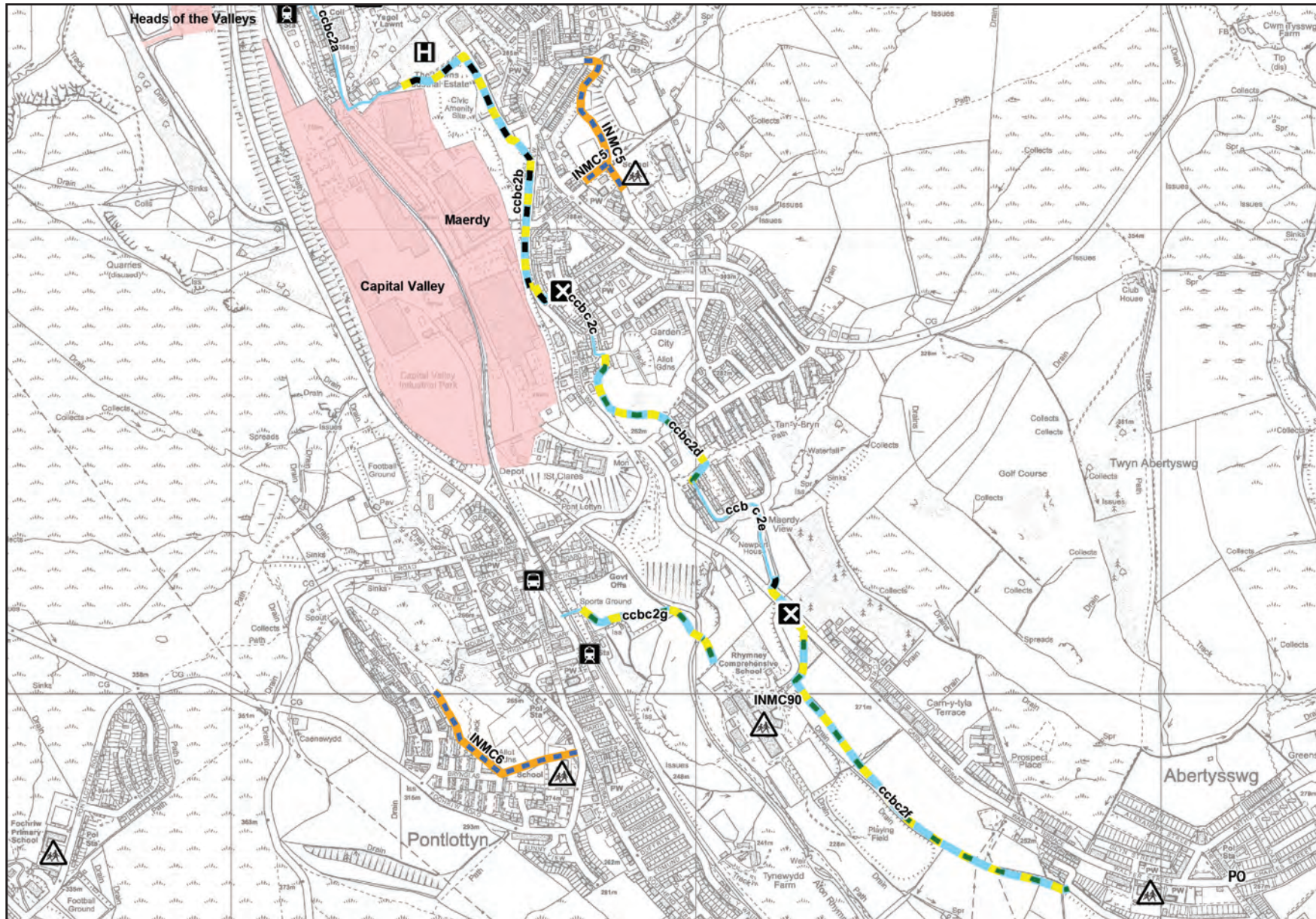
Community	Description	Status	Type of Use
Rhymney	New link from Ty Coch to existing route and the Heads of the Valleys Industrial Estate	New	Shared use
Rhymney	New link from existing route to the primary school, town centre and leisure facilities	New	Shared use
Rhymney	New link from existing route to Twyn Carno residential area	New	Shared use
Rhymney	Alternative traffic free link from existing route direct to Rhymney Station	New	Shared use
Rhymney	Improvements to an existing link from Brynawel Primary School via recreational area to Mount Batten	Upgrade	Shared use
Pontlottyn	New traffic free link from Brynhyfryd housing estate to Pontlottyn village centre via school site	New/upgrade	Shared use
New Tredegar	Improved shared use link from White Rose Primary School to Phillipstown via School Street	New	Shared use
Aberbargoed	New shared use traffic free link from Aberbargoed to Bargoed Station. Links to existing Active Travel route	New	Shared use
Gilfach	New link from Gilfach Fargoed/Ysgol Gymraeg Gilfach Fargoed to leisure facilities	New	Shared use

# Rhymney Active Travel Routes

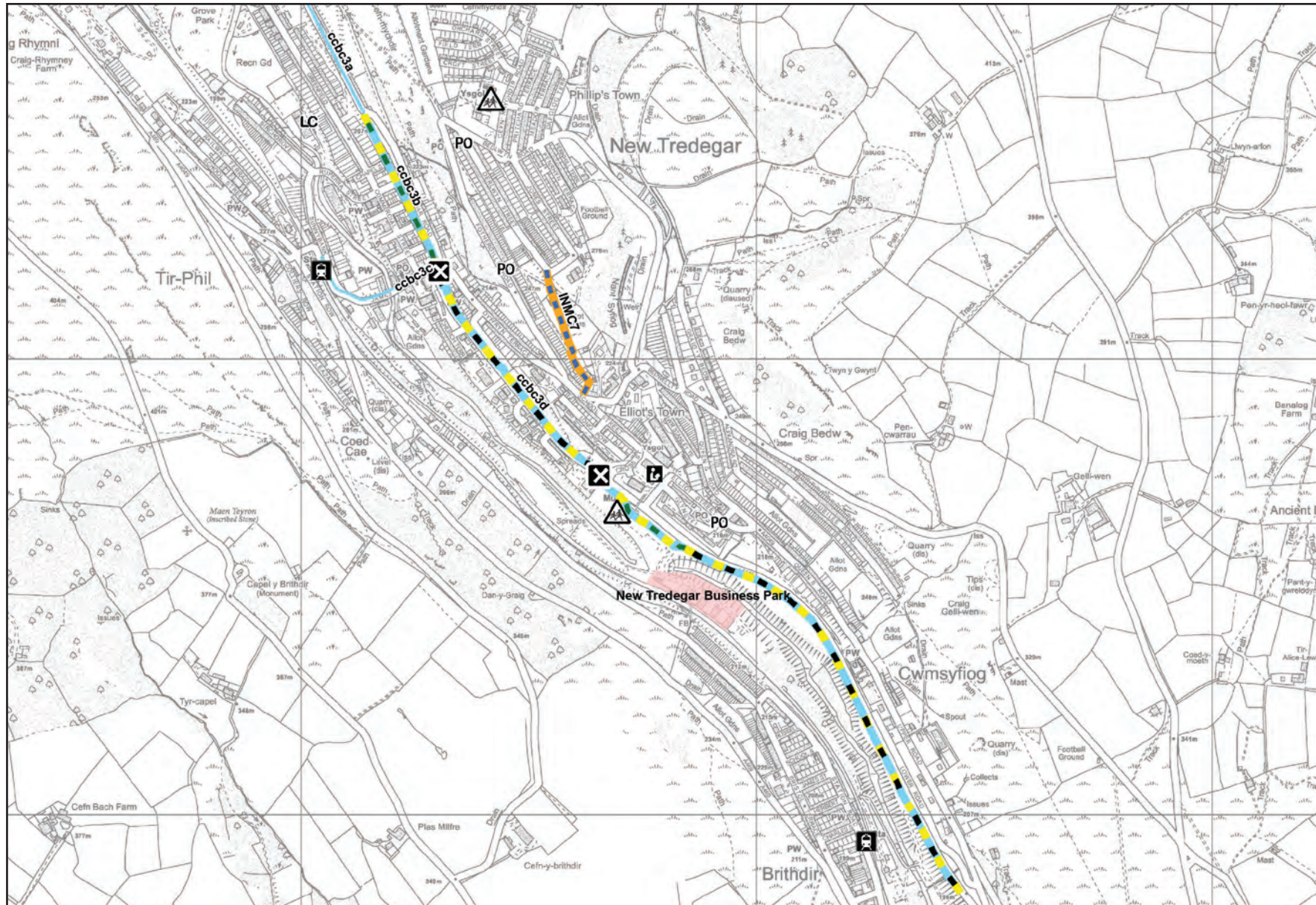




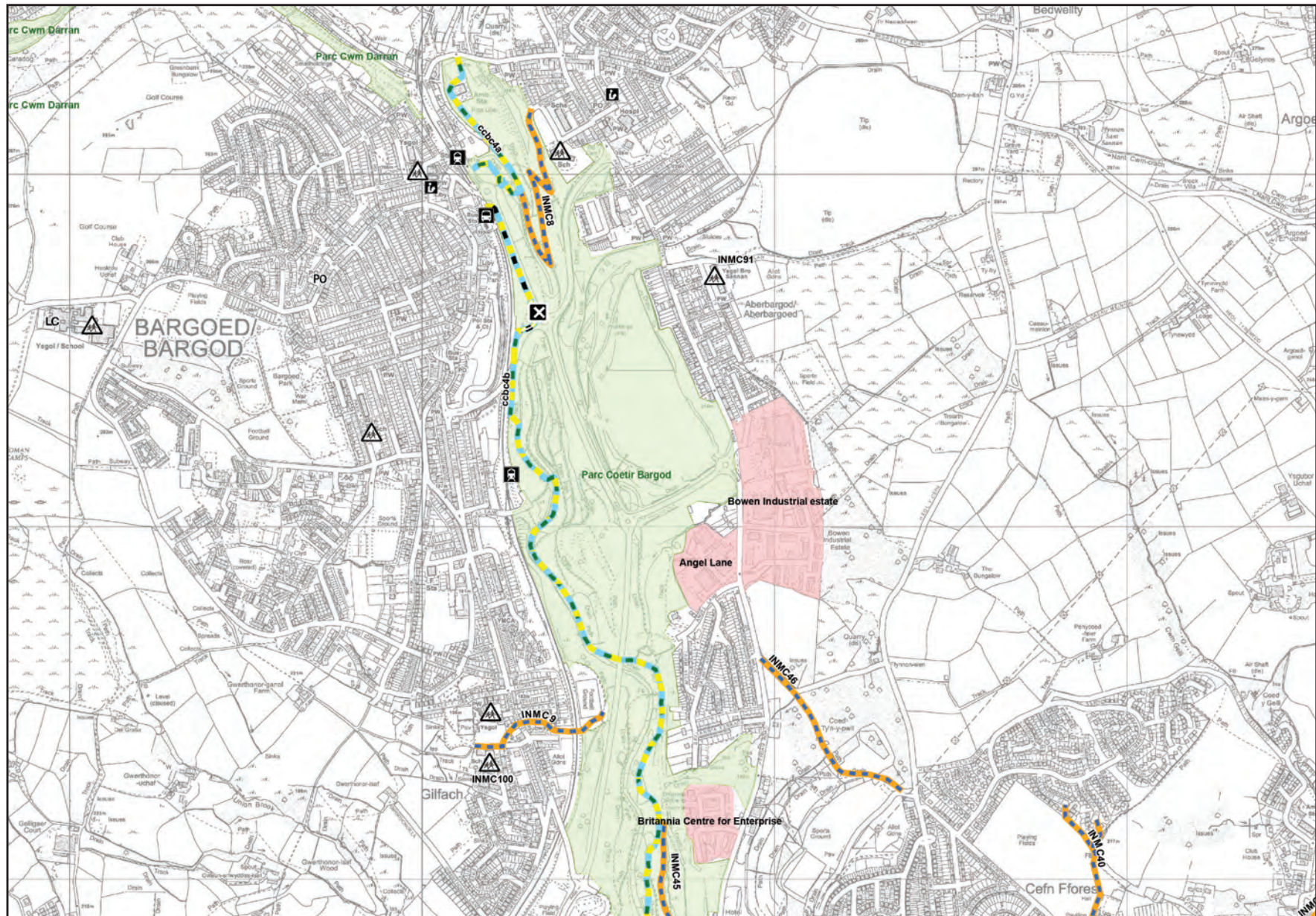
# Rhydney & Abertysswg



# New Tredegar



# Bargoed



## **D - Reinforce the role of Bargoed as a service centre for the north of the County Borough**

Bargoed serves as the principal town for the north of the County Borough and therefore has a role as its main retail, commercial and service location. In recent years, there have been positive developments in Bargoed town centre with the completion of Angel Way which has improved accessibility, the development of Morrison's and Lowry Plaza and the relocation of Bargoed Library and Customer First Centre into the former Hanbury Chapel. However, challenges remain in the form of high vacancy rates (22.9% in 2018), particularly at the northern end of the town centre close to the bus and rail stations.

The close proximity of the stations, coupled with the planned network improvements as part of the Metro proposals, provides an opportunity for Bargoed to diversify its role and increase other uses (service provision, offices, residential) in addition to consolidating its retail offer. There remains a

need for further commercial development on the remainder of the retail plateau, and the creation of a 'business quarter' at the northern end of the town centre involving redevelopment of the vacant retail units maximising the proximity to the bus/rail/road network."

### **D - 1 Land at Bargoed Station**

An aspiration exists through the Metro initiative to expand car parking provision at Bargoed, in line with the planned increases in journey frequency, although land has not yet been specifically identified. As part of this, there is the potential for provision of EV charging infrastructure, in line with the Council's commitment to creating an all-electric public transport network. General station improvements, including a new toilet block, are also planned by Transport for Wales.

### **Development Principles**

- Increasing the capability of Bargoed to serve as a park and ride location, enhancing the facility's sustainability;

- Site's location adjacent to the bus station strengthens its potential as a multi-modal interchange;
- Greater utilisation of the station could increase footfall in the town centre;
- Optimisation of the role of the northern end of the town centre through the 'business quarter' concept (D-2).

### **D - 2 Business Quarter and Bargoed High Street**

The area of the town centre in question consists of a number of largely vacant retail units, the Emporium building, the Council's Ty Bargoed office and the associated car park.

Metro has the potential to expand Bargoed's sphere of influence within a regional context. The rail and bus stations are situated at the northern end of the town centre and can therefore act as a linkage with this area. The integration of these elements provides an opportunity for redevelopment of this part of the town centre and the attraction of additional, non-retail uses such as service

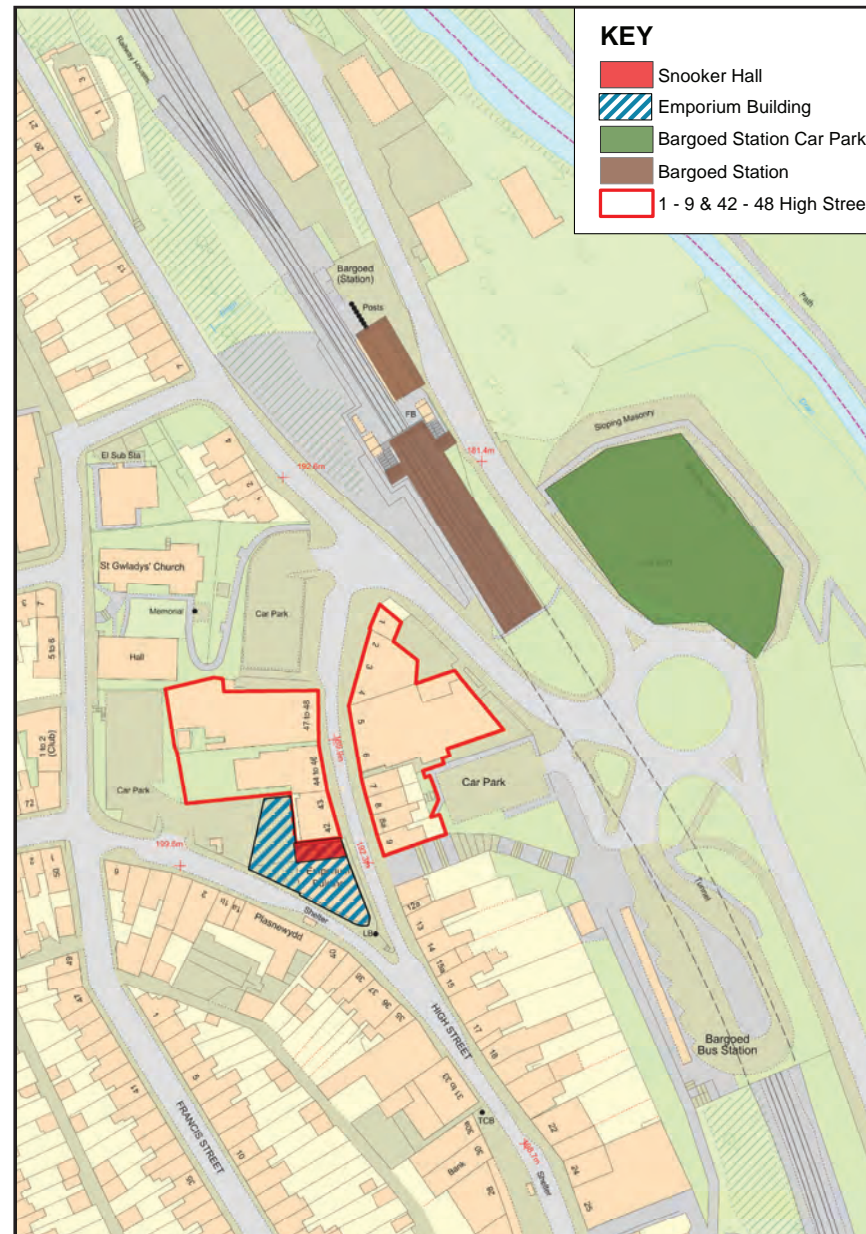
provision of offices, possibly incorporating housing as mixed-use development, diversifying the town centre's role and increasing the viability of existing retail and service uses. However, in order to achieve this, facilities such as the station need to be presented in a positive light in terms of their appearance, functionality and the links that exist with the area in its immediate vicinity, including the northern end of the town centre.

The distinctive quality of the Emporium building should be maximised as a focal point within the town, possibly as a location for independent retail, building on an increase in footfall brought about by the redevelopment of the northern part of the town centre.

## Development Principles

- Redevelopment of vacant premises for services/offices/residential;
- Opportunity for redevelopment in close proximity to station, to take advantage of Metro links;

## Business Quarter and Bargoed Station



- Emporium building as a potential location for independent/artisan retail;
- Addition of uses that complement existing ones e.g. offices, thereby consolidating the viability of existing retail and service uses and increasing footfall.

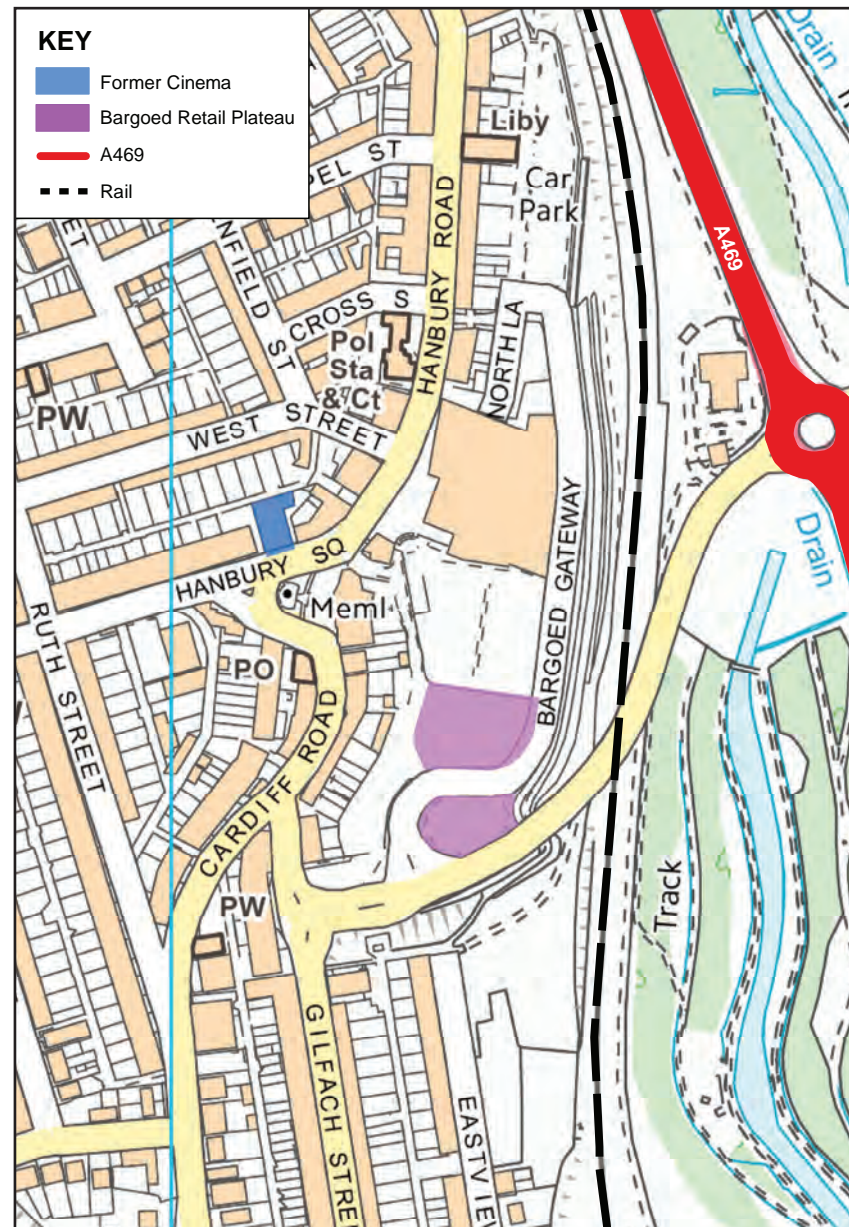
### D - 3 Bargoed Retail Plateau

The development of Bargoed Retail Plateau has helped to transform the southern end of the town centre, with the development of a new Morrison's supermarket, Lowry Plaza and public realm improvements. However, land remains at the southern end of the plateau which is ideally situated for additional commercial development, given its proximity to Angel Way. Permission was granted in 2019 for a family/pub restaurant, indicating market interest.

### Development Principles

- Development for commercial use, complementing existing retail uses at Lowry Plaza and Hanbury Road/High St;

## Bargoed Retail Plateau and Former Cinema, Hanbury Square



- Good access to town centre and Angel Way;
- Diversification of the town centre offer through additional commercial use e.g. pub/restaurant;
- Potential for increased footfall, benefiting existing uses.

#### **D - 4 Former Cinema, Hanbury Sq.**

The site comprises the former cinema on Hanbury Square, which is presently vacant and allocated for commercial development in the adopted LDP. Planning permission had been granted for office development in 2007. The site lies in close proximity to the new development at Lowry Plaza and Bargoed Retail Plateau. It is anticipated that development of the remainder of the retail plateau for commercial use will increase footfall at this end of the town centre and heighten developer interest. Consequently, there is an opportunity to redevelop the cinema for an alternative use, including mixed-use or residential.

#### **Development Principles**

- Reutilisation of existing stock;
- Opportunity to bring cinema back into a beneficial, town centre use;
- Potential for increased developer interest and diversification of town centre uses.

#### **E - Maximise the impact of the Valleys Regional Park, protect and enhance important green spaces and built heritage and promote tourism**

The Valleys Regional Park (VRP) initiative seeks to establish a model for the management of a network of country parks, other natural assets, heritage sites and attractions across the Valleys, linking with towns and villages. It seeks to do this through three interlinked delivery themes:

- Conserve and enhance the area's distinctive landscape qualities;
- Promote well-being through the enjoyment and understanding of its landscapes;

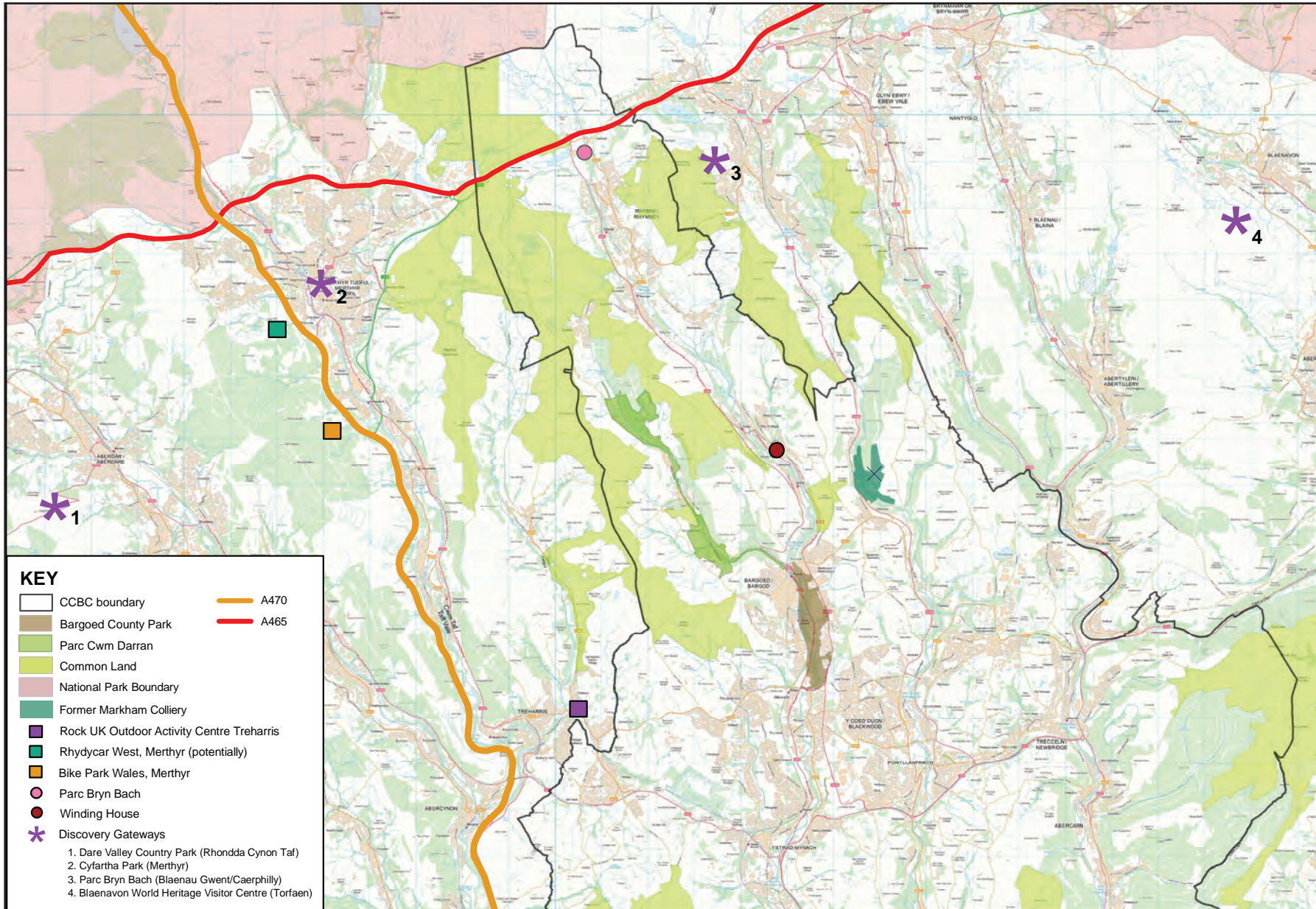
- Promote sustainable natural resource management and economic and community development that support its cultural heritage.

Welsh Government has identified four sites within the wider A465 corridor as VRP 'Discovery Gateways':

- Blaenavon World Heritage Visitor Centre (Torfaen);
- Dare Valley Country Park (Rhondda Cynon Taf);
- Cyfartha Park (Merthyr);
- Parc Bryn Bach (Blaenau Gwent Caerphilly).

Work is ongoing to assess the attributes of these sites with a view to putting in place development plans, which aim to provide consistently high quality facilities to act as a framework for the development of a network across the Valleys. In the HOVRA this will include opportunities for facilities that can complement the existing offer within the County Borough and further afield at:

## Discovery Gateways, Country Parks and Existing Attractions





- Parc Cwm Darran;
- Parc Bryn Bach;
- Bute Town Conservation Area, Bute Town Reservoir;
- Winding House, New Tredegar;
- Markham Colliery;
- Parc Coetir Bargod;
- Common land.

Activity needs to focus on maximising visitor demand, as well as establishing networks between facilities, having regard for the Discovery Gateways in the area and the additional attractions that are interlinked. In the context of the wider A465 corridor, these include:

- Brecon Beacons National Park;
- Bike Park Wales, Merthyr;
- Rhydycar West, Merthyr (potentially);
- Zip World facility, Hirwaun (potentially);
- Rock UK outdoor activity centre, Treharris.

## Accommodation

Accommodation is one aspect that, along with the wider themes of economic development and the growth of the tourism and visitor sectors, can contribute to economic growth in more general terms. The Heads of the Valleys Regeneration Area is presently lacking in terms of good quality accommodation and this correlates with a need to increase the value of its local economy and to maximise its offer as a location for visitors with the attractions and facilities to match.

The increased connectivity brought about by Metro and the A465 dualling will be beneficial in terms of providing stronger links between visitor attractions, but also between the Heads of the Valleys, the remainder of the Cardiff Capital Region, and elsewhere. This can therefore aid the area in terms of marketing itself as a destination based on three aspects:

- Its natural environment, including the opportunities that this provides as an activity destination;
- Its social and cultural heritage;
- Its developing and strengthening economic base, which offers new business opportunities.

Experience from elsewhere demonstrates that the accommodation sector develops on the back of increased demand as a destination e.g. accommodation has been developed in Merthyr on the back of Bike Park Wales. In the HOVRA, the focus of this needs to be twofold, concentrating on accommodation provision for employment/business purposes as well as for leisure visitors.

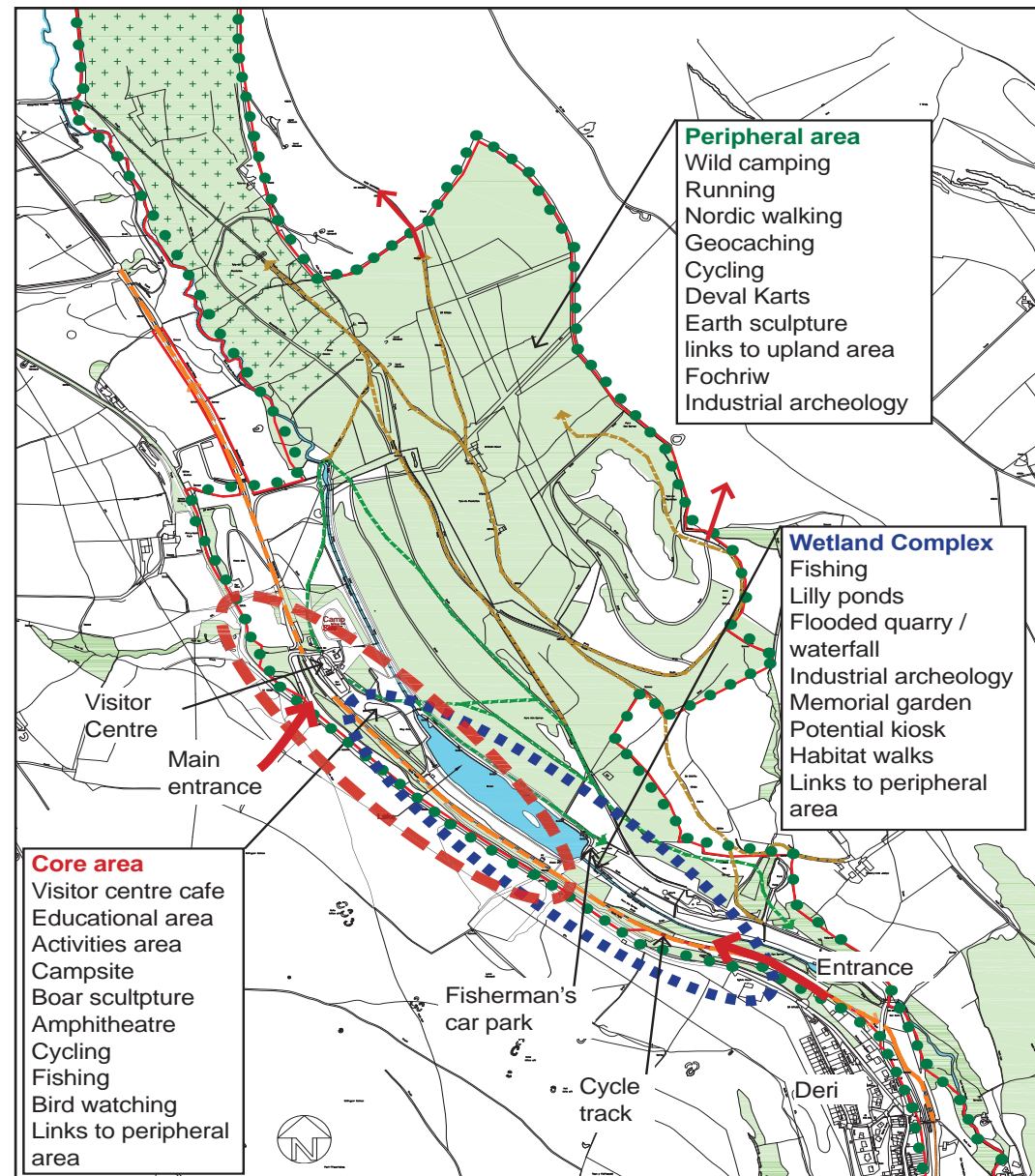
### E - 1 Parc Cwm Darran

Parc Cwm Darran is one of the County Borough's five country parks and is situated two miles north of Bargoed. It offers the following facilities:

- Walking routes;
- Waymarked trails;
- Cycle route;
- Lake, including angling facilities;
- Picnic areas;
- Campsite;
- Visitor centre and café.

There are opportunities for Parc Cwm Darran to expand its role as a visitor attraction and community resource, within the remit of the Valleys Regional Park (VRP) initiative. It is already regarded as being a 'centre of excellence' for the provision of environmental training with the Probation Service, and this aspect of the park's role could be utilised to increase social capital within the community through the provision of training and education, and the development of community woodland projects in conjunction with the work being done by Community Regeneration.

## Parc Cwm Darran Visioning



From a visitor perspective, there is an intention to optimise the use and offer of the park's facilities. A visioning exercise has been undertaken which seeks to create 'two parks in one' in order to make it a regionally attractive destination:

- Core area – shop, appropriately located micro businesses, more welcome information, extension of campsite with a wider range of accommodation, installation of electric vehicle charging points;
- Wetland area – centred around the southern car park, retention of fishing area and creation of additional ponds and wilder areas to add interest;
- Potential for use of NRW land within the park as a 'peripheral area', with development of wild camping and activities such as Nordic walking. The foundational economy could be assisted by supporting local contractors to access felling contracts, and ensure that wood is used by local firms

and organisations – social contracts could be utilised to secure possible placement opportunities, in this regard.

Work is also ongoing in relation to the reclamation of Fochriw Tips to the north of the park, which could help facilitate the extension of the cycle route and provide a link to the Brecon Beacons National Park, thereby opening the site up to a wider network.

### **Development Principles**

- Extension of cycle route to provide better linkages;
- Maximising visitor facilities to a wider market;
- Development of an improved range of facilities, marketing the park to a wider audience;
- Development of social capital through education, training and working in partnership with the community;
- Increased visitor accommodation through expansion of the campsite.

## **E - 2 Parc Bryn Bach, Bute Town and Relevant Links**

### **Parc Bryn Bach**

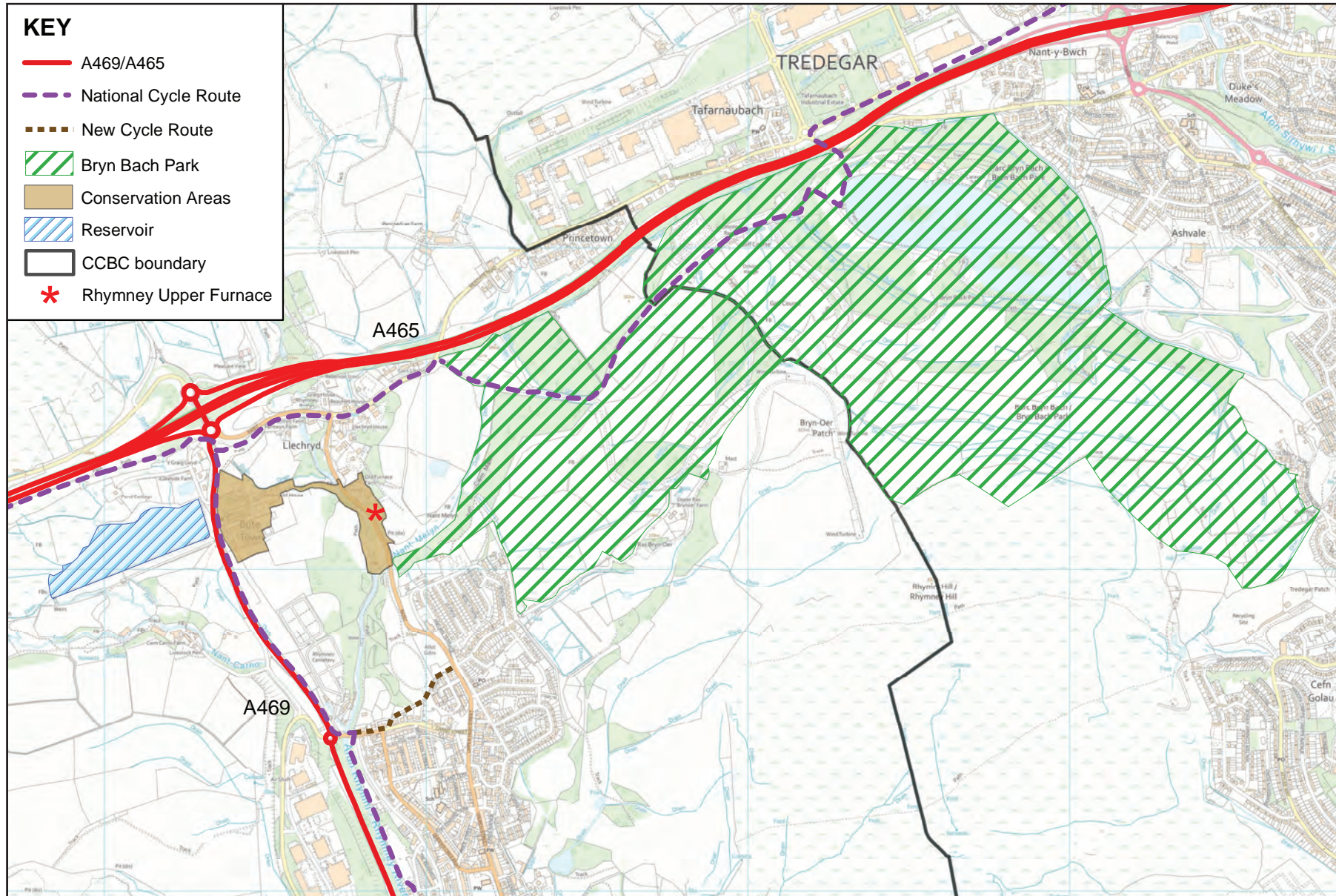
Parc Bryn Bach is a 340 acre country park straddling the boundary between Blaenau Gwent and Caerphilly, and forms one of the two VRP 'Discovery Gateways' situated in the A465 corridor. It offers a range of outdoor activities and opportunities for skills development and contains within it a:

- 36 acre lake;
- Visitor centre;
- Caravan and campsite.

### **Bute Town**

Bute Town is a good example of a 19th century model village built to house workers at the nearby ironworks. The three rows of houses are listed and, along with the pub and church which remain in operation, they lie within the Bute Town Conservation Area. The village lies in close proximity to the Rhymney Valley Riverside Walk and Rhymney Upper

# Parc Bryn Bach, Bute Town, Reservoir, Cycle Routes



Furnace, the site of the first ironworks to be built in the Rhymney Valley which survives as a scheduled ancient monument (SAM).

Interpretation work in respect of the SAM remains an aspiration and would better highlight this historically and culturally important site. The proximity of Bute Town and Rhymney Upper Furnace to Parc Bryn Bach and the upper stretch of the Rhymney Valley Riverside Walk presents an opportunity for co-ordination of these elements as visitor attractions under the VRP initiative.

### **Bute Town Reservoir**

Bute Town Reservoir, located across the road from the village, is a popular local destination for activities such as walking and angling and is served by the existing Rhymney Valley Cycle Route. There is potential to develop the role of this facility through the extension of the cycle route network to link it to Parc Bryn Bach. The route of this potential extension is set out in the adopted LDP.

### **Development Principles**

- Co-ordination of Parc Bryn Bach, Bute Town and the Bute Town Reservoir as a network of attractions with an extension of the cycle route and utilisation of existing public rights of way to improve connectivity between them;
- Interpretation work in relation to Rhymney Upper Furnace, providing a link to the area's heritage;
- Extension of links to attractions elsewhere in the area – Bryn Oer Tramroad in Brecon Beacons National Park, Parc Cwm Darran.

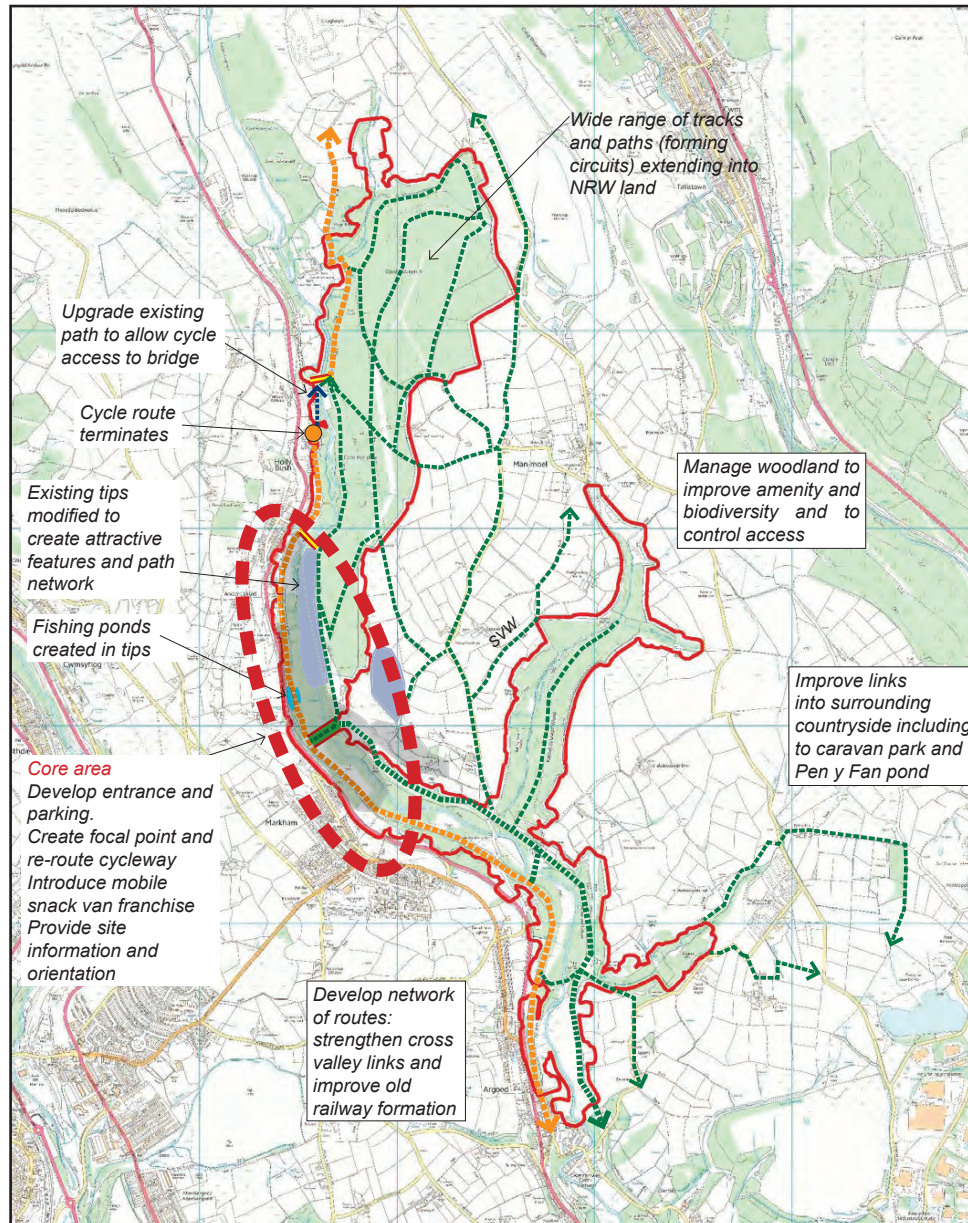
### **E- 3 Winding House, New Tredegar**

The Winding House in New Tredegar was developed on land formerly occupied by Elliot Colliery and offers extensive exhibition space, a gallery, and catering and office/meeting facilities. The museum seeks to act as a mechanism for economic regeneration where the impact of visitor revenue is likely to be greatest. There is an aspiration to widen

the appeal of the exhibitions, in order to bring in an audience from further afield.

The 5 to 9 Club has been successful in terms of offering assistance to new start-ups, whilst future activity seeks to build on this by using part of the facility for developing local business activity. In addition, office space will be utilised on a temporary basis by Dwr Cymru Welsh Water when they roll out infrastructure improvement to the HOVRA. This presents an opportunity to integrate tourism, educational and economic activity as well as to increase interaction between these areas and the role of public institutions such as utility providers, leading to the potential sharing and broadening of skills and widening the scope of future business models. Building on the success of the 5 to 9 Club and Welsh ICE in Caerphilly, the Council aspires to utilise some of this space to allow new businesses to innovate and grow, based on a culture of knowledge sharing and collaboration.

## Markham Colliery Visioning



Whilst utilisation of office space within the facility will increase the supply of business space available locally, it will also help to broaden its base as a valuable community asset, serving as a hub from which the local community can build social and business-related networks.

### Development Principles

- Maximise potential as a visitor attraction e.g. exhibition space;
- Providing assistance to local business start-ups;
- Broadening the area's supply of business space;
- Role as a community hub, and development of social capital through integration of visitor, educational and economic activity;
- Links with Community Regeneration employment programmes.

### E - 4 Markham Colliery

This site has been vacant since the closure of the colliery in the mid 1980s and is allocated

in the adopted LDP as a new country park to establish a key, local component of the Valleys Regional Park. An extension of the Sirhowy Valley Cycle Route between Hollybush and Argoed passes through the site. Options include utilising the attractive, parkland landscape for leisure activities that will increase dwell time through expanding the site's visitor offer, and exploring the potential for development that can link into the rural economy.

A visioning exercise has been undertaken which seeks to maximise the potential of the site as a visitor destination, based on its woodland and riparian characteristics, and for contributing to the local economy. Other than forestry operations in the east of the area, the only interventions to date have been the development of the site entrance and the cycle route. Proposals include:

- Developing the site as a 'gateway' to the north and east over an extended period, once the function has been established, including:

- Links to Penylan Pond and the caravan park and equestrian centre;
- Extension of the cycle route;
- Creation of a circuit of tracks and paths, extending into NRW land for uses such as horse riding, building on the accessibility offered by the existing network of routes;
- Woodland management, allowing for camping, and providing a visual connection between the tips and the cycle route;
- Sculpting of the tips and maximisation of the site's cultural heritage for positive interpretation and activities such as low-level adventure play.
- Around the core area, developing the car park as a focal point, including:
  - A potential visitor centre;
  - Fishing ponds;
  - Small café;
  - Site information;

- Sale of local firewood;
- Live-work units.

## Development Principles

- Development and extension of existing routes, to facilitate a wider range of activities and provide links to additional facilities;
- Developing the function of the site to widen visitor appeal;
- Diversification of the local economy into appropriate uses, based within the park;
- Maximisation of the area's industrial and cultural heritage.

## E - 5 Gelligaer and Merthyr Common

Gelligaer Common is an expanse of open moorland situated between the Taf and Rhymney Valleys straddling the boundary between Caerphilly and Merthyr County Boroughs, and occupies much of the Upper Rhymney Valley west of the A469. It is designated by Cadw as a Historic Landscape.

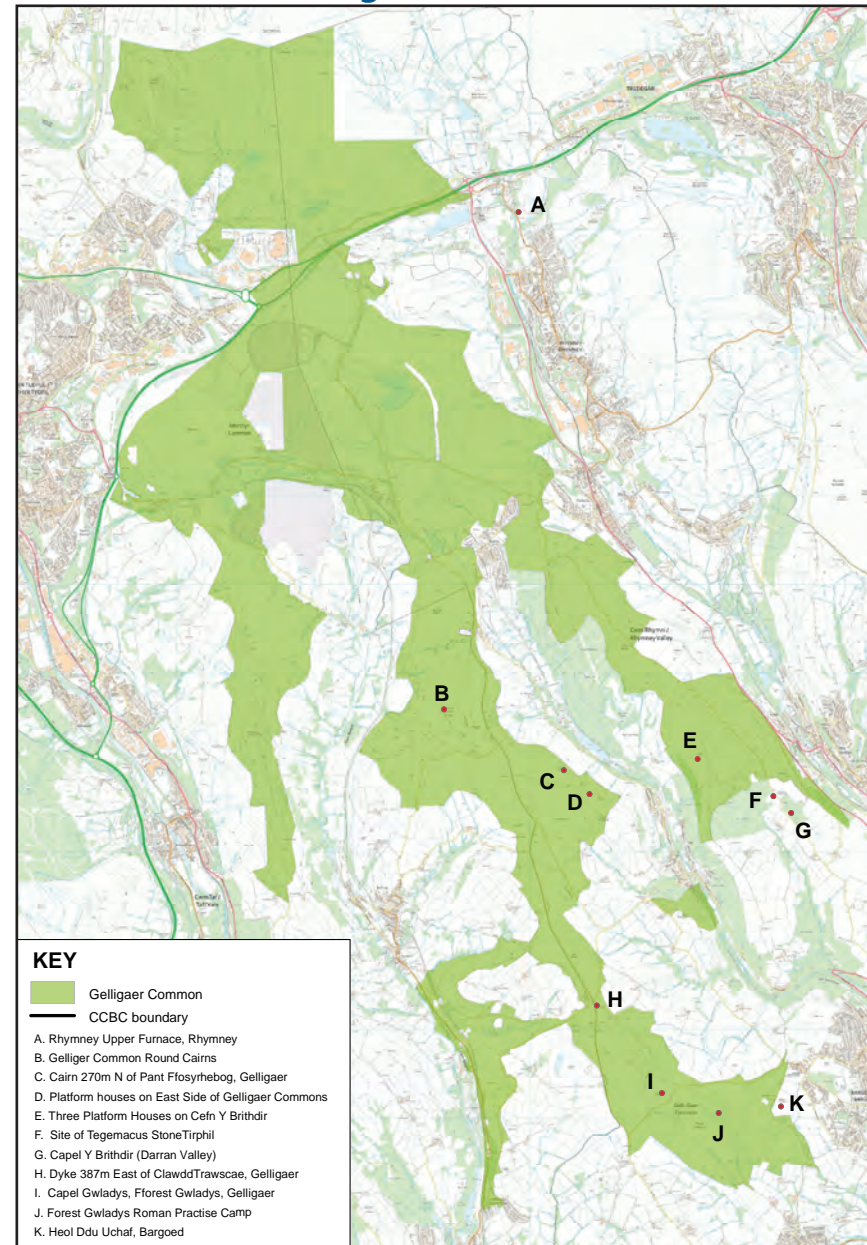
On the Caerphilly side, the ridgetop occupied by the Common rises up 470m at Mynydd Fochriw, and slopes eastwards towards the Nant Bargod Rhymney. The landscape is diverse in form and in its archaeological and historical content.

## Tourism

In terms of tourism, the Common could serve as an integral element of the HOVRA's offer. The characteristics of the landscape raise the potential for:

- Utilising the area's archaeological and historical context;
- Providing a linkage to other facilities within the HOVRA e.g. Parc Cwm Darran; Bute Town as well as those outside – the Common's close proximity to the National Park could enable it to attract visitors southwards;
- Maximising the attractiveness of features such as Rhaslas Pond for tourism and leisure purposes;
- Provision of accommodation and the

## Gelligaer Common





hospitality sector in settlements such as Rhymney, Fochriw and Deri – this will be dependent on sufficient demand being created in the first instance.

## Community Development

The Common provides important economic, social and environmental value to the communities that surround it. However, the landscape is threatened by anti-social behaviour including fly-tipping, littering, off-road vehicles and environmental damage. A pilot project, Tirwedd y Comin (Common Landscape) is being launched and will be led by the Commoners' Association, the two local authorities and others in order to work with the local community and restore, maintain and protect the Common. This will ensure custodianship of it can be passed on to future generations.

*Tirwedd y Digidol* (Digital Landscape) seeks to work with local communities to establish a virtual digital centre for the landscapes of Caerphilly and Blaenau Gwent, which will

provide an information platform for residents and visitors alike.

These schemes, within the context of the Common and other landscapes, will:

- Enable the development of new skills locally in relation to landscape stewardship and digital technology, linking with Community Regeneration programmes;
- Facilitate community cohesion and development;
- Provide an information platform for local residents from which they can engage with local natural resources;
- More effectively utilise technology to highlight the attributes of the Common, and other important local landscapes, to potential visitors.

## E - 6 Parc Coetir Bargod

Parc Coetir Bargod is the County Borough's newest country park, created on land formerly occupied by Gilfach, Bargoed and Britannia

Collieries, and provides a route along the Rhymney River in attractive surroundings which can be accessed from 11 different gateways.

New Active Travel routes are planned which will improve connections between the park and the following surrounding communities:

- Pengam;
- Fleur-de-Lis;
- Gilfach;
- Aberbargoed

It is anticipated that this will increase the park's accessibility as a local visitor destination, and have benefits in terms of health and well-being.

## E - 7 Bargoed Park

Bargoed Park is the largest park in the County Borough at over 19 ha and contains a number of facilities:

- Formal gardens;
- Children's playground;
- Multi-use games area;

## Parc Coetir Bargod



- Skateboarding area;
- Football and rugby pitches.

The Council will look for opportunities to optimise the role of the park in terms of the sustainability of the town, including:

- Ensuring that facilities maximise the number of visitors;
- Reinforcing the vitality of the town centre, and maintaining links.

### **F - Support proposals for renewable energy generation and community benefit through utility infrastructure**

The HOVRA is well-placed to deliver structural benefits through energy schemes. Whilst climate change is a challenge, it can also present opportunities. Welsh Government is embracing the transition to a low-carbon economy through Planning Policy Wales and the *Well-Being of Future Generations Act*, and has set out a commitment to delivering the following outcomes in *Energy Wales: A Low Carbon Transition*:

- Reducing the amount of energy we use;
- Reducing our reliance on energy generated from fossil fuels;
- Actively managing the transition to a low-carbon economy;
- Utilising existing services provided by Groundwork Wales around energy efficiency within homes – connecting with communities and schools to capitalise on global warming awareness, recycling and food waste initiatives.

Renewable energy can be a way of meeting some of these objectives, as well as providing a means of building economic resilience, providing clean growth and contributing to improved health. Suitable renewable energy schemes will therefore be supported, in appropriate locations.

### **F - 1 North of the A465**

Land immediately north of the A465 consists of upland, greenfield land in close proximity to the boundary with the Brecon Beacons

National Park and is located within a Special Landscape Area (SLA) designation identified through the adopted LDP. Part of the site is a SINC designation.

Given the upland nature of the site and its location north of the A465, this area has the potential to accommodate a renewable energy generation scheme, although work will need to be undertaken to determine its feasibility and environmental impact, particularly in respect of the visual impact on the Common and the Brecon Beacons National Park. Any energy generated on this site can be fed back into the grid, giving the proposal an economic, as well as a sustainability, benefit and would also generate potential community benefits.

There is the potential for a scheme to be developed in conjunction with adjoining land in Blaenau Gwent, complementing schemes already operating along this corridor and forming part of a Heads of the Valleys 'Energy Belt', thereby increasing the sustainability credentials of the wider A465 corridor.

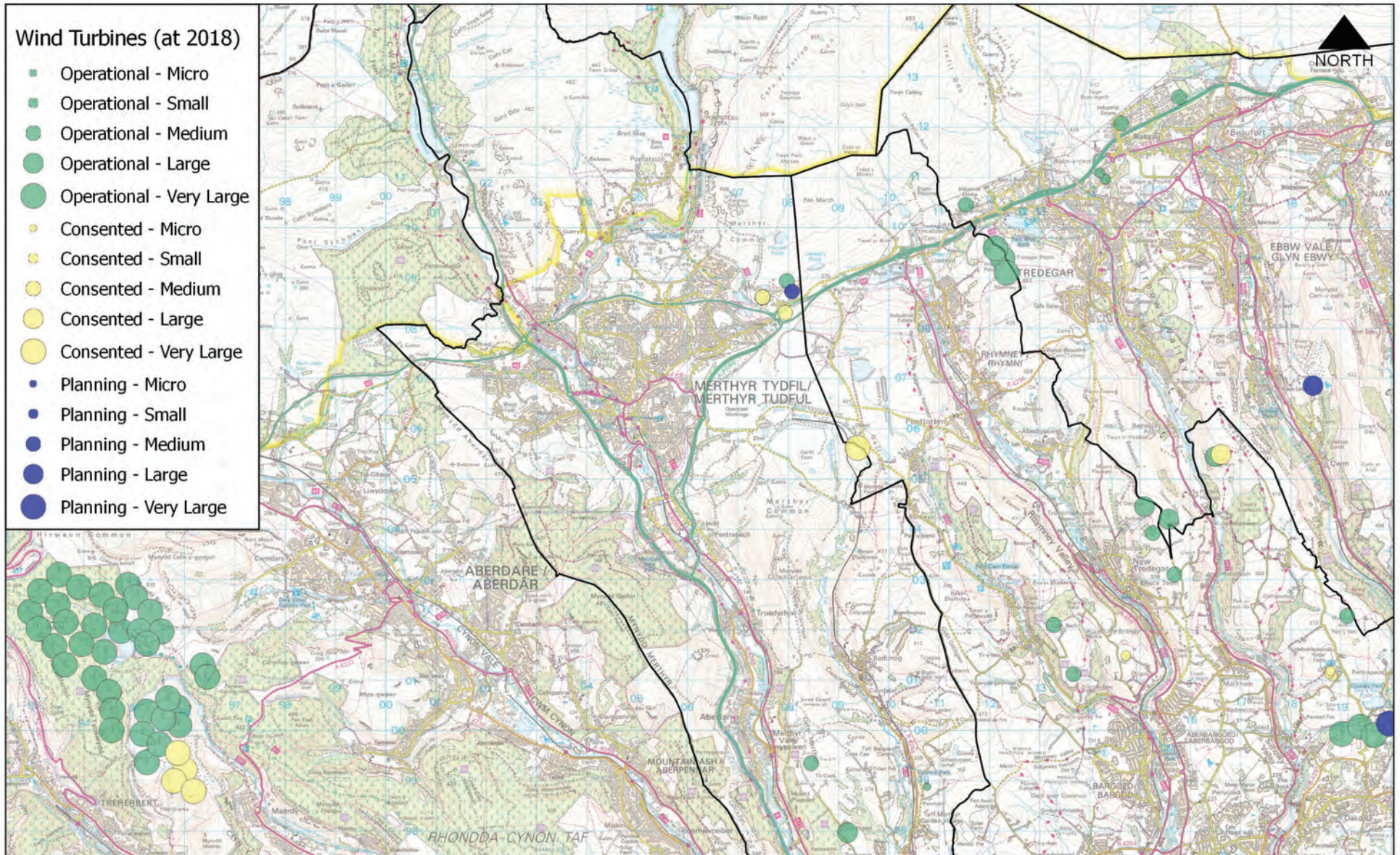
### **Development Principles**

- Creation of a sustainable energy generation scheme;
- Less reliance on non-local, non-sustainable forms of energy;
- Economic advantages of supplying energy to the grid;
- Community benefits derived for local community groups;
- Potential local job creation.

In terms of energy generation and public utilities schemes, the upgrading of infrastructure can deliver community benefit, not only in terms of improved provision to people's homes but through greater community interaction with utility providers, the development of social capital and the extension and creation of community networks, training opportunities and skills.

There is also an economic benefit, as such schemes operate within the context of some degree of community ownership. Examples

## Operational and Planned Windfarm Developments in the A465 Corridor



exist from elsewhere of utility providers and renewable energy companies investing in community development with the help of a community fund established for that very purpose. Where such organisations are involved in the development of proposals within a particular locality, they should be encouraged to:

- Engage with the community to establish its needs and aspirations;
- Make funding available for the benefit of that community as part of a community fund, possibly as match funding in conjunction with other initiatives;
- Allow community representatives to take a lead in terms of how such funds are spent.

## **F - 2 Markham Renewable Energy Scheme**

The Council, in partnership with Argoed Community Council and Renew Wales, is investigating the potential for a community-focused renewable energy generation

scheme on land at Markham Colliery, and is also considering the options for hydro, solar and wind generation. Initial scoping work has been undertaken and has determined that such a scheme could supply enough electricity for 1,500 homes.

### **Development Principles**

- Creation of a sustainable energy generation scheme;
- Increased community resilience;
- Integration with country park development at Markham Colliery;
- Increasing the potential range of rural economic uses to be located within the envisioned country park;
- Job and training opportunities delivered through community benefit;
- Linking with similar initiatives and partners to improve awareness.

## **F - 3 Rhymney to Bargoed Water Resilient Communities**

Dwr Cymru Welsh Water are presently

producing plans for increasing water resilience in the HOVRA. Work regarding physical improvements in terms of infrastructure will commence in early 2020. In addition, however, this will involve local engagement to ensure that the concept of water resilience is embedded within the local community. This will involve:

- Engagement through existing community networks e.g. Parent Network, Flying Start, Community Regeneration;
- Dissemination of information and good practice through local schools, community groups;
- Establishing links with private landlords' networks;
- Obtaining increased resilience through Council's portfolio of housing (monitoring usage and downsizing meters in Council properties, where appropriate and beneficial).

### **Principles**

- Embedding sustainability principles within the community;

- Ensuring a joined-up approach between stakeholder organisations;
- Increased community development and confidence;
- Physical improvements to utility infrastructure.

## G - Support the development and diversification of housing in sustainable locations

Despite the success of the LDP Strategy in delivering new housing elsewhere within the County Borough, this is not the case in the HOVRA where, despite some small-scale development having taken place, many of the sites allocated for housing in the LDP remain undeveloped, irrespective of the sustainability of their locations.

There is therefore a need to provide new sustainably located housing development in order to increase the amount and quality of housing stock, and to support the role and function of settlements, in tandem with the economic improvements that are anticipated

as a result of City Deal, Metro and the council's regeneration aspirations.

New models of housing delivery are required to bring development forward and these will include:

**Self Build:** Welsh Government has introduced a self-build scheme aimed at encouraging first time house buyers to build their own homes. Through the Development Bank of Wales, Welsh Government will offer loans to self-builders to assist in building their own homes and Welsh Government is setting up a database of sites that are being promoted for self-build development.

**Stalled Sites:** Welsh Government has introduced a system of loans to assist in bringing housing sites, which have stalled for various reasons, forward for development.

### **Small-scale council house building:**

Through the WHQS process the council may bring forward a number of small-scale sites for housing development. In doing so

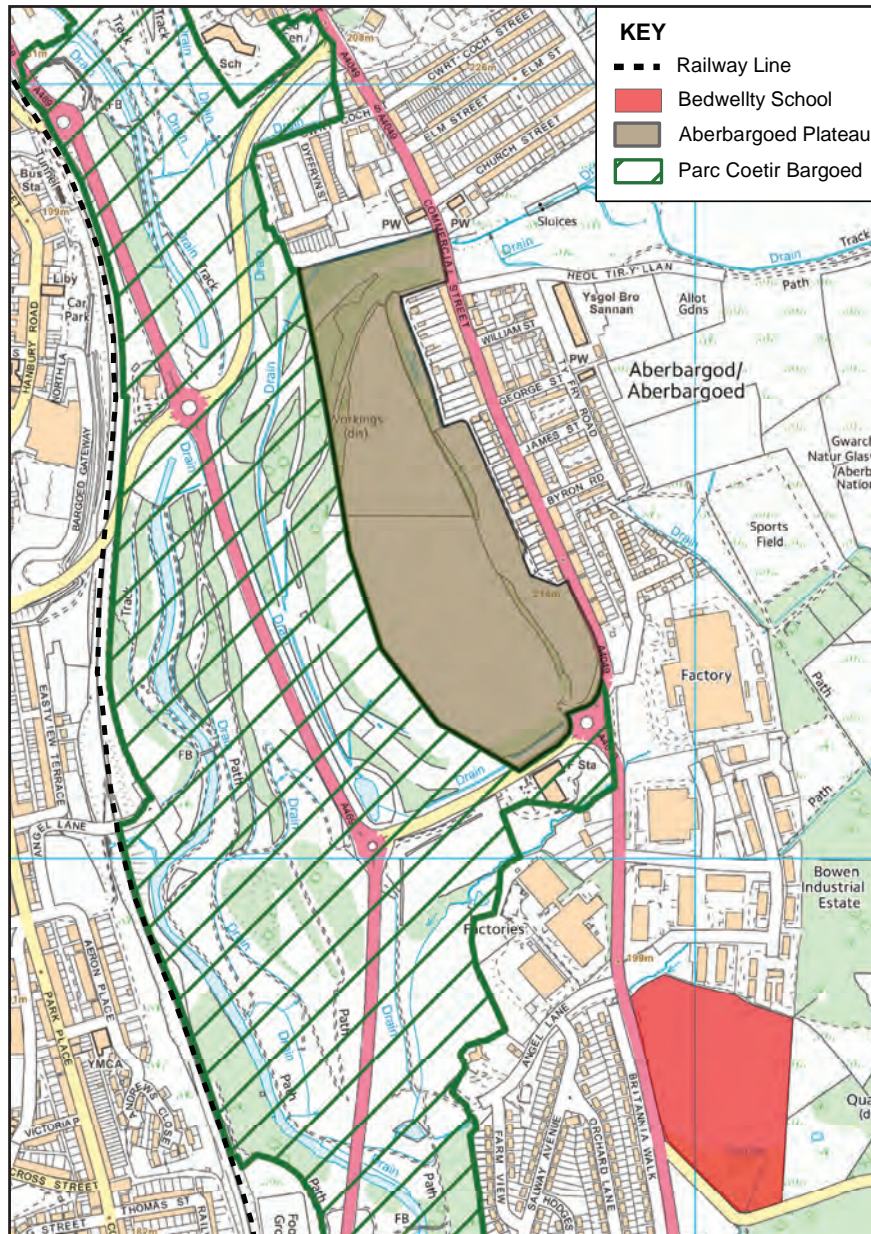
the council will seek to maximise use of the foundational economy of the area, which will ensure goods and services are procured locally and that the schemes will assist in developing appropriate skill sets within the population.

These options will bring forward new housing, which will increase the range and choice of housing available in the Masterplan area. However, these will not be sufficient to address the situation completely. Consequently the council will continue to lobby Welsh Government to provide mechanisms for incentivising housing development in the Masterplan area, as well as the wider A465 corridor, to ensure that a sufficient level and range of housing is developed to sustain the existing communities.

## G - 1 Aberbargoed Plateau

The plateau is the result of the reclamation of the old Bargoed Colliery tip, and is situated on the Aberbargoed side of the Rhymney

## Aberbargoed Plateau & Bedwelty School



Valley. It is allocated for housing in the adopted LDP, though remains undeveloped, and is in Council ownership. Redevelopment of the plateau would utilise an important brownfield site and provide an opportunity for the diversification of the housing stock in the area. However, the viability of the site for residential development remains an issue.

The site is in close proximity to the neighbourhood centre of Aberbargoed and is adjacent to Parc Coetir Bargod, one of the council's country parks, providing a sustainable location with an attractive environmental setting.

A review is presently being undertaken of sixth form, single sex and surplus provision across the County Borough and there is the possibility that part of the site could be utilised for a new education provision to serve this part of the County Borough. This would facilitate the development of a mixed-use scheme for the plateau, enabling housing to come forward on the remainder.

The formulation of an appropriate scheme would enable such a scheme to meet its full potential, from a sustainability perspective.

## Development Principles

- Sustainable mixed-use scheme taking advantage of the site's location on Angel Way;
- Some provision for housing development, providing new build development in the area and adding variety and choice to existing housing stock, close to existing employment facilities;
- Development of a new FE college to cover the Upper Rhymney Valley;
- Providing access to Parc Coetir Bargod through extension of the cycle route.

## G - 2 Bedwelty School

Planning permission was granted in 2019 for residential (55 units) on the former Bedwelty School site and development is underway. The development of this site will result in the diversification of housing stock in the

Aberbargoed area, sustainably located within close proximity of Aberbargoed town centre, the A4049 and employment uses at Bowen Industrial Estate and Angel Lane. Cabinet approval has since been forthcoming to release land immediately to the south for a second phase of development.

## Development Principles

- Diversification of housing stock within the local area, adding variety and choice to the local housing market;
- Ease of accessibility in relation to local facilities;
- Utilisation of vacant, brownfield land.

## G - 3 Empty Homes Grant Scheme

Following the implementation of a successful model in Rhondda Cynon Taf, £10 million has been provided by Welsh Government to fund the Empty Homes Grant Scheme across the VTF area, which offers purchasers funding for the renovation of empty homes, bringing them back into beneficial use.

Property owners can only apply in relation to owner occupation and the grant is not open to builders or landlords for the purposes of renting out accommodation. The scheme will be rolled out over two phases:

- Phase one will be rolled out with the following conditions:
  - Homes would need to have been empty for a six-month period (the immediate six months prior to approval of the grant);
  - Property owners can apply once, to avoid landlords and builders from benefiting;
  - Maximum grant of £20,000.
- Phase two will involve working with local authorities on developing frameworks to support local supply chains, with links to:
  - Skills and apprenticeships;
  - Local supply chains;
  - Foundational economy.



## Principles

- Potential reduction in the number of empty homes;
- Increase in the diversity of housing stock;
- Development of skills;
- Strengthening of local supply chains through use of local firms.

## **H - Provide a suitable level of community, leisure and education facilities, aligning with national and local initiatives including 21st Century Schools and the CCBC Sport and Active Recreation Strategy where applicable, and establish Integrated Well-Being Networks in order to connect communities' strengths and assets**

The provision and location of community facilities are of crucial importance to the sustainability of settlements and to the well-being of their populations. New facilities that have opened since the start of the LDP plan period in 2006 include:

- Bargoed Library and Customer First Centre (Hanbury Chapel);
- Hafod Deg Resource Centre;
- Rhymney Integrated Health and Social Care Centre;
- Idris Davies School, Abertysswg.

Whilst constraints on public resources have an impact on the provision of such facilities, this does present an opportunity for new models of delivery. For instance, the rationalisation and sharing of facilities as multi-purpose 'hubs' can provide community benefits, as well as providing opportunities for more cost-effective managing and resourcing of facilities. This can have a positive impact in terms of social capital, engendering networking opportunities, knowledge sharing and the development of transferable skills which are of invaluable importance in a modern social and economic context.

### **H - 1 21st Century Schools**

The Welsh Government 21st Century Schools and Colleges programme is a major, long-

term and strategic capital investment programme supporting large-scale capital projects with the aim of enhancing school buildings to meet modern educational and community needs.

### **The key aims are to:**

- Reduce the number of schools in poor condition;
- Ensure the right size schools in the right location;
- Ensure the effective and efficient use of the educational estate for both schools and the wider community.

Idris Davies School in Abertysswg was developed under Band A of the programme as a replacement for Abertysswg and Pontlottyn Primary Schools on land within the existing Rhymney Comprehensive School site. As well as an all through 3 to 18 years school it also accommodates a nursery, Flying Start unit and integrated children's centre offering after-school and wraparound provision.

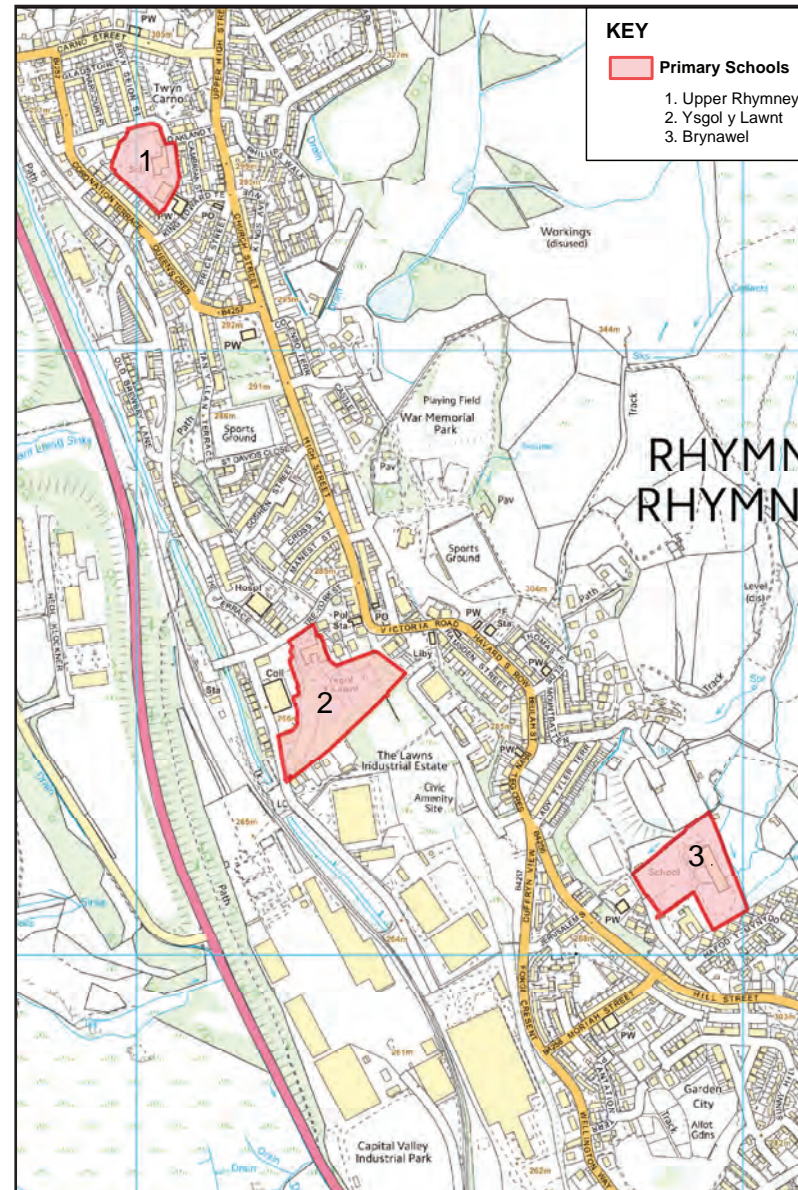
Band B of the 21st Century Schools programme runs between 2019 and 2026 and proposals have been developed. However, these remain proposals at this stage, subject to a business case approval by Welsh Government; in addition, consultation with stakeholders will be a key part of the process. Proposals concerning primary education will be dependent on the review of secondary education that is ongoing. Band B proposals in Rhymney include:

- New build school to replace the existing Upper Rhymney Primary School;
- Relocation of Brynawel Primary School pupils to Upper Rhymney Primary and Idris Davies Schools;
- Refurbishment of a school site to relocate Ysgol y Lawnt.

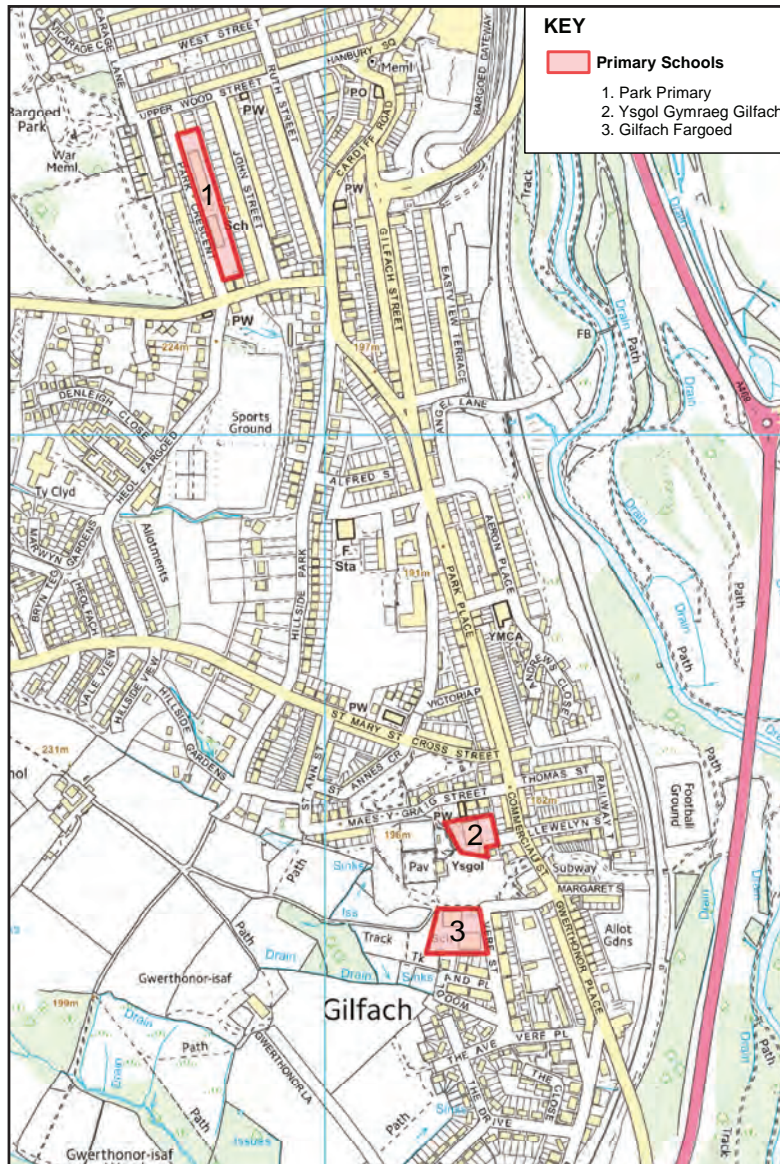
### Band B proposals in Bargoed include:

- Amalgamation of the Park and Gilfach Fargoed Primary Schools into a new build school;

## The Current Locations of Upper Rhymney and Brynawel Primaries and Ysgol y Lawnt



## The Current Locations of Park and Gilfach Fargoed Primaries and Ysgol Gymraeg Gilfach Fargoed



- Refurbishment of Park Primary School to accommodate the relocation of Ysgol Gymraeg Gilfach Fargoed.

These are expected to realise the following benefits:

- Target areas of high social deprivation;
- Creation of fit-for-purpose, energy efficient schools;
- Significant reduction of surplus places;
- Estimated saving on backlog maintenance costs;
- Increased opportunities for community use and on-site childcare provision;
- Expansion of Welsh medium education.

## H - 2 Rhymney Integrated Health and Social Care Centre and Hafod Deg Resource Centre

The Integrated Health and Social Care Centre for the north of the County Borough brings together several different community health functions in an integrated way, including:

- Two GP practices, complementing a continuing presence at New Tredegar and Deri;
- Dental practice;
- Optometry services;
- Social services day care facilities;
- In-patient facilities;
- A base for health and social services staff delivering a range of services across the north of the County Borough.

Hafod Deg Resource Centre delivers a range of support services for people in the local area, including:

- Citizens Advice;
- Mental health organisations;
- Credit union;
- Nutritional and dietary advice;
- Space for volunteering and community groups.

Through the integration of service delivery from facilities such as these, the capacity of

public sector resources to have a positive impact within the community is maximised. However, it is necessary that this approach ensures the delivery of services for the whole community, and therefore the Council will work with key organisations such as the Local Health Board, the 'third sector' and others to ensure that community-based services and well-being can continue to be delivered in a sustainable and coordinated manner.

### **H - 3 Integrated Well-Being Networks**

In keeping with the Welsh Government's £100m NHS Transformation Fund aimed at driving integration and its "long term future vision of a 'whole system approach to health and social care' focused on health and wellbeing, and on preventing illness"; the Gwent Regional Partnership Board is supporting Aneurin Bevan Health Board, in conjunction with the Council and other partners, to develop and deliver the concept of Integrated Well-Being Networks (IWNs).

Integrated Well-Being Networks are place-

based models of more effective collaborative, integrated working to support and sustain community well-being. In essence, this means effectively connecting and coordinating the disparate assets that contribute to well-being in a location.

#### **There are four elements to IWN development:**

- Place-based collaboration;
- Connecting community-based 'hubs';
- People who deliver services and support;
- Easily accessible well-being information.

The initial focus for IWN development in the County Borough is the area covered by Caerphilly North Neighbourhood Care Network, much of which lies within the HOVRA. Initial mapping work has been undertaken for part of the area and there is an intention to roll this out, as part of a programme of community engagement, in order to help make existing networks of facilities more identifiable for service users.

# Integrated Well-Being Networks

## HOW INTEGRATED WELL-BEING NETWORKS WORK

PEOPLE IN GWENT HAVE ALL THE THINGS THEY NEED TO KEEP WELL AND ARE LIVING HEALTHIER LIVES, FOR LONGER.

### 1. PLACE-BASED COLLABORATION

WE ARE COLLABORATING WITH PARTNERS IN OUR COMMUNITIES, BUILDING RELATIONSHIPS AND WORKING TOGETHER BETTER TO MAKE THE BEST USE OF WHAT WE HAVE.



### 3. PEOPLE WHO DELIVER SERVICES & SUPPORT

WORKING CO-PRODUCTIVELY WITH PEOPLE, BUILDING ON THEIR STRENGTHS TO FIND THEIR OWN SOLUTIONS AND CONNECTING PRIMARY CARE TEAMS TO WELL-BEING RESOURCES.

### 2. COMMUNITY-BASED HUBS

HUBS CONNECT PEOPLE WITH HEALTH AND WELL-BEING RESOURCES, ACTIVITIES, AND OTHER PEOPLE.

LINKING OUR HUBS IN THE COMMUNITY TO IMPROVE THEIR WELL-BEING ROLE AND ACCESS TO THE RIGHT SERVICES AND SUPPORT.

### 4. EASY ACCESS TO WELL-BEING INFORMATION

PROVIDING WAYS FOR PEOPLE TO ACCESS RELIABLE WELL-BEING INFORMATION, THIS CAN BE THROUGH:

- FAMILY, FRIENDS OR A SERVICE
- A LINK WORKER
- A HUB IN THE COMMUNITY
- TECHNOLOGY, INCLUDING DEWIS CYMRU



INTEGRATED WELL-BEING NETWORKS ARE NOT ABOUT CREATING SOMETHING NEW - IT'S ABOUT STARTING WITH WHAT WE ALREADY HAVE. USING THE UNIQUE STRENGTHS AND ASSETS THAT EXIST IN OUR COMMUNITIES: OUR PEOPLE - RELATIONSHIPS, KNOWLEDGE AND SKILLS  
 OUR PLACES - HEALTHY PEOPLE NEED HEALTHY PLACES  
 OUR PROVISION - WELL-BEING SUPPORT AND SERVICES.

PLEASE VISIT [WWW.WALES.NHS.UK/IWNGWENT](http://WWW.WALES.NHS.UK/IWNGWENT) AND SHARE INFORMATION ABOUT INTEGRATED WELL-BEING NETWORKS GWENT USING #IWNGWENT

© Swansea Design Ltd. Ltd. 2018

The recommended approach to delivering IWNs will contribute to the delivery of the Public Service Board's Well-Being Plan. This approach includes:

- Establishing the core offer of well-being services that exist across:
  - Health and social care hubs e.g. GP surgeries;
  - Local authority hubs libraries, Customer First Centres, provision of housing advice;
  - Community hubs – shared spaces for people, community groups and recreational activities;
- Agreeing the role of lead organisations, including the Council, Health Board, Public Health Wales, Housing Associations, GAVO and others;
- Review 'linking' roles to ensure the effective use of resources and address identified gaps – 'linking' roles are people and organisations that provide connections

between people, professionals and different parts of the well-being network.

### **I - Ensure that accessibility for all is embedded in all improvement schemes**

Accessibility is a cross-cutting objective which is relevant to schemes within the HOVRA. All development proposals should adhere to the principles of inclusive design to ensure that schemes meet the accessibility needs of all those living, working and visiting the HOVRA, including those with mobility and sensory impairments and learning difficulties.

### **J - Ensure all communities within the Heads of the Valleys are able to engage and benefit from the Masterplan**

As a result of the 2019 Welsh Index of Multiple Deprivation (WIMD), it has been agreed that there will be a priority focus to implement a new way of working in a number of the deprived communities within the County Borough.

A fundamental change to how public services are collectively approached and delivered is required to address the multifaceted needs in the County Borough's most deprived communities. There should be more emphasis upon local government working with communities as enablers, rather than delivering for them.

A greater emphasis on identifying community assets is required. When practitioners begin with a focus on what communities have, as opposed to what they don't have, a community's efficacy in addressing its own need increases, as does its capacity to lever in external support. Currently, services are designed to 'fill gaps' and 'fix problems', creating dependency and disempowering individuals who become passive recipients of services.

The Council's new approach to service provision will provide a changing perspective on building bridges with communities, mobilising individual and community assets

and enabling a process of co-production, with community members as active agents in their own and their families' lives. Co-production requires users of services to be seen as experts in their own circumstances and capable of making decisions, while service providers move from being fixers to facilitators. This will necessitate new relationships to be developed with front line professionals, and an enabling role being adopted.

This will require an approach to public service provision that seeks to better coordinate services to achieve maximum impact. The intention is to adopt a place-based focus, with a review of public services to assess how well they meet the outcomes required by residents, and how they could improve their impact and value for money. The role of the Public Service Board, with the support of its partners, is key to implementing this approach and it provides an opportunity to develop this across a number of key areas across the County Borough.

The projects identified in the HOVRA have the potential to provide far-reaching benefits for all residents, including those living in deprived areas within the Masterplan area and the wider County Borough.

## Section 7: Delivering and Implementing Change

The table below sets out the projects identified in Section 6 of the report, together with the expected outputs that the project will deliver and how these proposals will

address the objectives of A Foundation for Success. The table identifies the indicative costs of each scheme and highlights any funding that has been secured to date. It

should be noted that many of these projects are at an embryonic stage and, as such, the outputs and costs can only be estimated.

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
<b>A - Complement, and integrate with, nearby initiatives such as the Ebbw Vale Enterprise Zone (EZ) in order to develop a strategic employment function for Rhymney, establishing it as a gateway to the Valleys</b>	A - 1 Capital Valley, Rhymney	Redevelopment for modern, fit-for-purpose class B premises	<ul style="list-style-type: none"> <li>● Creation of a Heads of the Valleys Enterprise Zone (expansion of Ebbw Vale EZ)</li> <li>● Development of underutilised land/older premises for employment use;</li> <li>● Accelerate business growth within the Rhymney area;</li> <li>● Creation of physical premises required for growth of complementary sectors to the EZ;</li> <li>● Potential to capitalise on Metro improvements and greater connectivity with external markets, through existence of a railhead;</li> <li>● Reduction in commuting through provision of local jobs;</li> <li>● Inclusion of social clauses in relevant public sector contracts to encourage local community benefit</li> </ul>	<ul style="list-style-type: none"> <li>● SP1</li> <li>● SP3-5</li> <li>● SP9-11</li> <li>● SB1-4</li> <li>● CPP2-5</li> </ul>	<p>Funding secured: none to date, expected to come from VTF or CCRCD</p> <p>Total cost: to be determined</p> <p>Dialogue is ongoing between the Council, Welsh Government and site owner in relation to potential investment</p>



Strategic Objective	Project	Description	Expected/Indicative Outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
<b>A - Complement, and integrate with, nearby initiatives such as the Ebbw Vale Enterprise Zone (EZ) in order to develop a strategic employment function for Rhymney, establishing it as a gateway to the Valleys</b>	A - 2 The Lawns Industrial Estate	Development of additional (modern, fit-for-purpose) start-up units at The Lawns	<ul style="list-style-type: none"> <li>● Creation of a Heads of the Valleys Enterprise Zone in conjunction with Ebbw Vale;</li> <li>● Development of additional (modern, fit-for-purpose) start-up units at The Lawns;</li> <li>● Better integration of business space within the sites, enhanced legibility of access;</li> <li>● Additional space for business start-up provision to cater for demand;</li> <li>● Potential to capitalise on Metro improvements through proximity to Rhymney Station;</li> <li>● Reduction in commuting through provision of local jobs;</li> <li>● Inclusion of social clauses in relevant public sector contracts to encourage local community benefit</li> </ul>	<ul style="list-style-type: none"> <li>● SP1</li> <li>● SP3-5</li> <li>● SP9-11</li> <li>● SB1-5</li> <li>● CPP2-5</li> </ul>	Funding secured: ERDF match-funded with CCBC core capital funding  Future phases: Privately financed or via UK Shared Prosperity Fund
	A - 3 Heads of the Valleys Industrial Estate	Development of modern, fit-for-purpose class B premises, potentially including redevelopment of existing stock and provision of a business conferencing facility to serve A465 corridor	<ul style="list-style-type: none"> <li>● Creation of a Heads of the Valleys Enterprise Zone in conjunction with Ebbw Vale;</li> <li>● Development of underutilised land/older premises for employment use;</li> <li>● Utilisation of vacant land for business conferencing facility and/or B2 use;</li> <li>● Additional space for business start-up provision to cater for demand;</li> <li>● Capitalising on good transport links (adjacent to A469, just south of A465);</li> <li>● Reduction in commuting through provision of local jobs;</li> <li>● Creation of physical premises required for growth of key sectors, including existing life sciences presence</li> </ul>	<ul style="list-style-type: none"> <li>● SP1</li> <li>● SP3-5</li> <li>● SP9-11</li> <li>● SB1-6</li> <li>● CPP2-4</li> </ul>	Funding secured: likely to be privately financed  Total cost: to be determined

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
<b>B - Improve social and economic resilience through education, training and careers advice, and foster the development of the foundational economy within this area to ensure that economic growth accrues more equitably</b>	B - 1 Education, training and careers advice	This is a cross-cutting objective that should be addressed as part of strengthening the area's employment function	<ul style="list-style-type: none"> <li>● Coordinated approach to education and training between relevant organisations;</li> <li>● Improving links between education and training providers and business;</li> <li>● Tailored education/training programmes to meet the requirements of business;</li> <li>● Provision of appropriate career support through the curriculum and for adults;</li> <li>● Addressing the mismatch between the skills needed to access jobs and the training provided;</li> <li>● Upskilling to ensure that 'skills deficits' are addressed in relation to current employment</li> <li>● Attracting employers and improving prospects for indigenous growth</li> </ul>	<ul style="list-style-type: none"> <li>● SP1-3</li> <li>● SP4-9</li> <li>● SP11</li> <li>● SB1-3</li> <li>● SB5-6</li> <li>● CPP5</li> </ul>	Funding secured: dependent on a range of stakeholders from the public and 'third' sectors  Total cost: to be determined
	B - 2 Foundational economy	This is a cross-cutting objective that should be addressed as part of ensuring widespread economic and social benefit	<ul style="list-style-type: none"> <li>● Working with local businesses to establish networks of collaboration</li> <li>● Ensure that Council procurement processes invest in local firms and organisations by utilising local expertise and putting in place social contracts that benefit the community</li> <li>● Developing the necessary skills base to maintain networks of collaboration and access funding opportunities (WG Foundational Economy Challenge Fund)</li> </ul>	<ul style="list-style-type: none"> <li>● SP1</li> <li>● SP3-6</li> <li>● SP8-11</li> <li>● SB1-3</li> <li>● SB5-6</li> <li>● CPP5</li> </ul>	Funding secured: £1.5m will be available for the VTF area through the Welsh Government Foundational Economy Challenge Fund  Total cost: to be determined

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
C - Expand the area's sphere of influence and improve connectivity	C - 1 Land around Rhymney Station	Station improvements, additional car parking and creation of a multi-function business hub	<ul style="list-style-type: none"> <li>Enhanced stabling facilities, platform extension and remodelling, additional parking, toilet block, new waiting rooms, cycle racks and ticketing and wifi upgrades;</li> <li>Creation of multi-functional business hub, offering business units, live-work space and a commercial element including meeting facilities;</li> <li>Enhancing Rhymney's business and commercial focus by taking advantage of increased connectivity;</li> <li>Additional space for local start-up provision;</li> <li>Potential to capitalise on Metro improvements through proximity to Rhymney Station;</li> </ul>	<ul style="list-style-type: none"> <li>SP3-5</li> <li>SP9</li> <li>SP11</li> <li>SB1-5</li> <li>SQL3</li> <li>CPP2-4</li> </ul>	<p>Funding secured: dependent on Transport for Wales commitments</p> <p>Total cost: to be determined</p>
	C - 2 Other stations (Pontlottyn, Brithdir, Tirphil)	Station improvements at Pontlottyn, Brithdir and Tirphil Stations	<ul style="list-style-type: none"> <li>Enhanced facilities plus potential for EV charging infrastructure;</li> <li>Optimising increased journey frequency through facilities improvements, to encourage use of sustainable modes</li> </ul>	<ul style="list-style-type: none"> <li>CPP2</li> <li>CPP4</li> </ul>	<p>Funding secured: dependent on Transport for Wales commitments - EV infrastructure dependent on OLEV funding</p> <p>Total cost: to be determined</p>
	C - 3 A465/A469 Transport Hub	Development of a transport interchange close to the intersection of the A465 and A469	<ul style="list-style-type: none"> <li>Provision of park and ride between A465 and Rhymney Station;</li> <li>Creation of sustainable transport links between A465 and new employment provision at Capital Valley et al;</li> </ul>	<ul style="list-style-type: none"> <li>SP1</li> <li>SP3</li> <li>SP6-9</li> <li>SB1-4</li> <li>CPP2-4</li> </ul>	<p>Funding secured: Metro Enhancement Framework to be drawn up</p> <p>Total cost: to be determined</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
C - Expand the area's sphere of influence and improve connectivity			<ul style="list-style-type: none"> <li>Development of links with planned and existing Active Travel routes;</li> <li>Enhancing multi-modal connectivity along A465 corridor between Merthyr and Ebbw Vale;</li> <li>Increased access to employment, leisure, essential services for residents;</li> <li>Increased attractiveness of businesses to external markets and investors</li> </ul>		
	C - 4 A469 Resilience Route	Pursue consideration of an A469 resilience route between New Tredegar and Rhymney	<ul style="list-style-type: none"> <li>Adding north-south resilience to the highway network in the Masterplan area;</li> <li>Increase in business confidence due to better intra-area links, enabling more firms to reach external markets;</li> <li>Potential for local business growth due to better connectivity;</li> <li>Reduction in commuting through provision of local jobs;</li> <li>Increased access to employment, leisure, essential services for residents</li> </ul>	<ul style="list-style-type: none"> <li>SP3-4</li> <li>SP9</li> <li>SB1-4</li> <li>CPP1</li> <li>CPP4</li> </ul>	<p>Funding secured: none to date</p> <p>Total cost: to be determined</p>
	C - 5 Former Skinner's Site, Rhymney	Development of a commercial or service-related facility, incorporating EV charging points to serve this stretch of the A465 corridor	<ul style="list-style-type: none"> <li>Addition of an 'attractor' to encourage potential passing trade between Merthyr and Ebbw Vale, taking advantage of the site's location just off the A465;</li> <li>'Plugging a gap' in terms of regional EV charging infrastructure, adding to the area's sustainability credentials;</li> <li>Very close to Heads of the Valleys Industrial Estate – development of a regional business conferencing facility at this location could enhance the economic attraction of such a development</li> </ul>	<ul style="list-style-type: none"> <li>SP4-5</li> <li>SP9</li> <li>SB1-4</li> <li>CPP1</li> <li>CPP3</li> <li>CPP5</li> </ul>	<p>Funding secured: EV infrastructure dependent on OLEV funding</p> <p>Total cost: to be determined</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
<b>C - Expand the area's sphere of influence and improve connectivity</b>	C - 6 Dyffryn Terrace, New Tredegar	Development of EV charging points	<ul style="list-style-type: none"> <li>● Roll-out of the Council's all-electric public transport network to the north of the County Borough;</li> <li>● Sustainability benefits of EV charging provision;</li> <li>● Utilisation of a public car park will increase accessibility of the scheme</li> </ul>	<ul style="list-style-type: none"> <li>● SP4</li> <li>● SP9</li> </ul>	<p>Funding secured: EV infrastructure dependent on OLEV funding</p> <p>Total cost: to be determined</p>
	C - 7 Active Travel Routes	Developing a network of cycle routes and pathways over the next 15 years, as per the Integrated Routes Map	<ul style="list-style-type: none"> <li>● Increasing the network of sustainable connections between, and within, places;</li> <li>● More comprehensive utilisation of Active Travel as a means of integrating different modes;</li> <li>● More opportunities to utilise Active Travel as a means of accessing employment and essential services;</li> <li>● Potential to link to additional routes, such as those associated with leisure and tourism facilities</li> </ul>	<ul style="list-style-type: none"> <li>● SP6</li> <li>● SP8</li> <li>● SQL3</li> </ul>	<p>Funding secured: £390k Core Active Travel Fund allocation for 2019/20</p> <p>Total cost: LAs required to bid for funding annually</p>
<b>D - Reinforce the role of Bargoed as a service centre for the north of the County Borough</b>	D - 1 Land at Bargoed Station	Expansion of car parking provision and general station improvements	<ul style="list-style-type: none"> <li>● Maximising usage through enhanced station facilities and additional parking;</li> <li>● Enhancing Bargoed's business and commercial focus by taking advantage of increased connectivity; Increased attractiveness of development opportunities at northern end of town centre</li> </ul>	<ul style="list-style-type: none"> <li>● SB1-4</li> <li>● SQL3</li> <li>● SQL7</li> <li>● CPP2-4</li> </ul>	<p>Funding secured: Metro Enhancement Framework to be drawn up</p> <p>Total cost: to be determined</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
D - Reinforce the role of Bargoed as a service centre for the north of the County Borough	D - 2 Business Quarter and Bargoed High Street	Redevelopment of vacant units for office use, some retail and complementary commercial uses	<ul style="list-style-type: none"> <li>● Enhancing Bargoed's business and commercial focus by taking advantage of increased connectivity;</li> <li>● Maximising the benefits arising from its proximity to bus and rail stations - opportunity to market Bargoed for office use, with better access to external markets;</li> <li>● Reduction in commuting through provision of local jobs;</li> <li>● Reuse of underutilised space;</li> <li>● Diversifying role of town centre, increasing economic resilience</li> </ul>	<ul style="list-style-type: none"> <li>● SB1-4</li> <li>● SQL3</li> <li>● SQL5</li> <li>● SQL7</li> <li>● CPP2-3</li> <li>● CPP5</li> </ul>	<p>Funding secured: VTF funding may become available. Possibility of expanding scope of Welsh Government's Urban Centre Property Enhancement Fund (which targets redevelopment of vacant and underused premises)</p> <p>Total cost: to be determined</p>
	D - 3 Bargoed Retail Plateau	Development of remaining part of Bargoed Retail Plateau for commercial use	<ul style="list-style-type: none"> <li>● Development of complementary uses to existing retail in the vicinity;</li> <li>● Potential for increased town centre footfall, thereby benefiting town centre as a whole;</li> <li>● Development of underutilised land;</li> <li>● Diversifying role of town centre, increasing economic resilience</li> </ul>	<ul style="list-style-type: none"> <li>● SQL3</li> <li>● SQL7</li> <li>● CPP3</li> </ul>	<p>Funding secured: likely to be from private sector investment</p> <p>Total cost: to be determined</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
<b>D - Reinforce the role of Bargoed as a service centre for the north of the County Borough</b>	D - 4 Former Cinema, Hanbury Square	Redevelopment of the former cinema for commercial/ office use	<ul style="list-style-type: none"> <li>● Development of complementary uses to existing retail in the vicinity;</li> <li>● Taking advantage of improved connectivity through Metro;</li> <li>● Reutilisation of existing premises;</li> <li>● Diversifying role of town centre, increasing economic resilience</li> </ul>	<ul style="list-style-type: none"> <li>● SB1-4</li> <li>● SQL3</li> <li>● SQL7</li> <li>● CPP3</li> </ul>	<p>Funding secured:VTF funding may become available. Possibility of expanding scope of Welsh Government's Urban Centre Property Enhancement Fund (which targets redevelopment of vacant and underused premises)</p> <p>Total cost: to be determined</p>
<b>E - Maximise the impact of the Valleys Regional Park, protect and enhance important green spaces and built heritage and promote tourism</b>	E - 1 Parc Cwm Darran	Expansion of the park's role as a visitor attraction and community resource	<ul style="list-style-type: none"> <li>● Improved tourism facility for local residents and visitors;</li> <li>● Economic benefits of increased dwell time and spending;</li> <li>● Knock-on benefits for additional facilities and services in nearby locations e.g. shops and pubs;</li> <li>● Development of social capital through education and training programmes in relation to community woodland;</li> <li>● Promoting more active, healthier lifestyles through increased provision of outdoor activities</li> </ul>	<ul style="list-style-type: none"> <li>● SP5-6</li> <li>● SP8</li> <li>● SB1-2</li> <li>● SB6</li> <li>● SQL1-2</li> <li>● SQL4</li> </ul>	<p>Funding secured: none to date</p> <p>Total cost: £567k (£55k design costs) according to Visioning Study</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
<b>E - Maximise the impact of the Valleys Regional Park, protect and enhance important green spaces and built heritage and promote tourism</b>	E - 2 Parc Bryn Bach, Bute Town and Relevant Links	Better coordination of existing facilities (Parc Bryn Bach, Bute Town) through extension of cycle routes, interpretation work re. Rhymney Upper Furnace	<ul style="list-style-type: none"> <li>Better linkage of tourism facilities in the area;</li> <li>Increase in visitor numbers to Rhymney attractions as a result of Parc Bryn Bach patronage;</li> <li>Developing a greater role for Bute Town Reservoir; Knock-on benefits for additional facilities and services in nearby locations e.g. shops and pubs;</li> <li>Promoting more active, healthier lifestyles through extension of walking and cycling links</li> </ul>	<ul style="list-style-type: none"> <li>SP8</li> <li>SB1-2</li> <li>SQL1-2</li> <li>SQL4</li> </ul>	<p>Funding secured: none to date</p> <p>Total cost: to be determined</p>
	E - 3 Winding House	Utilisation of office space and better integration of educational, visitor and economic development functions	<ul style="list-style-type: none"> <li>Increased office provision for local businesses and others, inc. Dwr Cymru Welsh Water;</li> <li>Assistance to local business start-ups;</li> <li>Strengthening of a multi-purpose community hub through integration of different services and uses;</li> <li>Retention of a locally important cultural facility</li> </ul>	<ul style="list-style-type: none"> <li>SP1</li> <li>SP3-7</li> <li>SP9</li> <li>SB1-3</li> <li>SB5-6</li> <li>SQL2-4</li> <li>CPP5</li> </ul>	<p>Funding secured: temporary contract with DCWW for duration of infrastructure works (2 years)</p> <p>Total cost: to be determined – DCWW use will generate income</p>
	E - 4 Markham Colliery	Development of country park including extension of existing routes, widening visitor appeal and creation of appropriate economic uses	<ul style="list-style-type: none"> <li>Improved tourism facility for local residents and visitors;</li> <li>Economic benefits of increased dwell time and spending, plus links to other facilities such as Penyfan Pond;</li> <li>Diversification of local economy to include appropriate rural economic uses;</li> <li>Community development through activities such as woodland management;</li> <li>Promoting more active, healthier lifestyles through increased provision of outdoor activities</li> </ul>	<ul style="list-style-type: none"> <li>SP4-5</li> <li>SP8</li> <li>SB1-2</li> <li>SB5-6</li> <li>SQL1-2</li> <li>SQL4</li> </ul>	<p>Funding secured: none to date</p> <p>Total cost: £1 million (£87k design costs) according to Visioning Study</p>



Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
E - Maximise the impact of the Valleys Regional Park, protect and enhance important green spaces and built heritage and promote tourism	E - 5 Gelligaer and Merthyr Common	Enhanced custodianship, community development and increased utilisation of the Common as a visitor attraction	<ul style="list-style-type: none"> <li>● Launch of <i>Tirwedd y Comin</i>, to protect and maintain the Common;</li> <li>● Launch of <i>Tirwedd y Digidol</i>, which will establish a virtual data centre for residents and visitors;</li> <li>● Linkage to other attractions e.g. Parc Cwm Darran, Bute Town;</li> <li>● Potential for accommodation and hospitality provision in adjacent settlements;</li> <li>● Community development through landscape stewardship and digital technology</li> </ul>	<ul style="list-style-type: none"> <li>● SP4-6</li> <li>● SP8</li> <li>● SB1-2</li> <li>● SB6</li> <li>● SQL1-2</li> <li>● SQL4</li> <li>● CPP6</li> </ul>	<p>Funding secured:</p> <p><i>Tirwedd y Comin</i> £160k (£128k RDP funding via two local action groups, £32k from GMCA);</p> <p><i>Tirwedd y Digidol</i> £33.5k (£26.8k RDP funding via Cwm y Mynydd LAG, £6.7k from CCBC)</p> <p>Total cost: <i>Tirwedd y Comin</i> £160k, <i>Tirwedd y Digidol</i> £33.5k</p>
	E - 6 Parc Coetir Bargod	Increase park's accessibility in relation to local settlements via new and extended cycle and walking routes	<ul style="list-style-type: none"> <li>● Increase park's accessibility as a local visitor destination;</li> <li>● Increased opportunities to utilise the most sustainable forms of travel;</li> <li>● Greater opportunity for linkages to additional nearby facilities through the VRP;</li> <li>● Promoting more active, healthier lifestyles through use of the park</li> </ul>	<ul style="list-style-type: none"> <li>● SP6</li> <li>● SP8</li> <li>● SQL1-2</li> <li>● SQL4</li> <li>● CPP2</li> </ul>	<p>Funding secured: £390k Core Active Travel Fund allocation for 2019/20</p> <p>Total cost: LAs required to bid for funding annually</p>
	E - 7 Bargoed Park	Optimise the role of the park in terms of the sustainability of the town	<ul style="list-style-type: none"> <li>● Look at opportunities to maximise visitor numbers;</li> <li>● Ensure that facilities are fit for purpose</li> </ul>	<ul style="list-style-type: none"> <li>● SP8</li> <li>● SQL1-3</li> </ul>	<p>Funding secured: none to date</p> <p>Total cost: to be determined</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
F – Support proposals for renewable energy generation and community benefit through utility infrastructure	F - 1 North of the A465	Potential development of a renewable energy scheme as part of the Heads of the Valleys 'Energy Belt'	<ul style="list-style-type: none"> <li>● Development of a renewable energy scheme would give the area an economic purpose, as part of the wider 'Energy Belt';</li> <li>● Potential job creation within the energy sector;</li> <li>● Sustainability benefits of renewable energy;</li> <li>● Utilisation of funds for community benefit, and community development as a result of engagement by developers</li> </ul>	<ul style="list-style-type: none"> <li>● SP4-5</li> <li>● SB1-2</li> <li>● SQL1</li> </ul>	Private sector investment predominantly in on-shore wind, could be opportunities for CCBC to co-invest  Total cost: to be determined
	F - 2 Markham Renewable Energy Scheme	Potential development of a community renewable energy scheme	<ul style="list-style-type: none"> <li>● Contribution to the HOV 'Energy Belt';</li> <li>● Sustainability benefits of renewable energy;</li> <li>● Community resilience;</li> <li>● Integration with, and contribution to, the range of rural economic uses within the country park</li> </ul>	<ul style="list-style-type: none"> <li>● SP4-5</li> <li>● SP9</li> <li>● SB1-2</li> <li>● SQL1</li> </ul>	Funding secured: none to date  Total cost: to be determined
	F - 3 Rhymney to Bargoed Water Resilient Communities	Increasing water resilience through improvements to physical infrastructure and community engagement	<ul style="list-style-type: none"> <li>● Embedding sustainability principles within the community;</li> <li>● Ensuring a joined-up approach between stakeholder organisations;</li> <li>● Increased community development and confidence;</li> <li>● Physical improvements to utility infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>● SP4-6</li> <li>● SP8</li> <li>● SP9</li> <li>● SP11</li> <li>● SB6</li> </ul>	Scheme funded by DCWW

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
<b>G - Support the development and diversification of housing in sustainable locations</b>	G - 1 Aberbargoed Plateau	Mixed-use scheme comprising some residential, FE provision and extension of the cycle route to Parc Coetir Bargod	<ul style="list-style-type: none"> <li>● Realisation of some residential development in close proximity to existing employment uses (Angel Lane, Bowen Ind Est);</li> <li>● Investment in training and education through FE provision;</li> <li>● Establishing further links with Parc Coetir Bargod, promoting walking and cycling;</li> <li>● Enhancing Aberbargoed's role as a sustainable settlement</li> </ul>	<ul style="list-style-type: none"> <li>● SP1-6</li> <li>● SP8-9</li> <li>● SB2</li> <li>● SB6</li> <li>● SQL2-3</li> <li>● SQL5-6</li> </ul>	<p>Funding secured: none to date</p> <p>Total cost: to be determined</p>
	G - 2 Bedwellty School	Development of former Bedwellty School site for residential	<ul style="list-style-type: none"> <li>● Utilisation of vacant, brownfield land;</li> <li>● Diversification of housing stock</li> </ul>	<ul style="list-style-type: none"> <li>● SQL5-6</li> </ul>	Funding secured: privately funded
	G - 3 Empty Homes Grant Scheme	Grant funding for purchasers of empty homes for renovation	<ul style="list-style-type: none"> <li>● Potential reduction in the number of empty homes;</li> <li>● Increase in the diversity of housing stock;</li> <li>● Development of skills;</li> <li>● Strengthening of local supply chains through utilisation of local firms</li> </ul>	<ul style="list-style-type: none"> <li>● SP1</li> <li>● SP3-6</li> <li>● SP10</li> <li>● SB1-3</li> <li>● SB5</li> <li>● SQL5-6</li> </ul>	£10m over two years provided by Welsh Government for the VTF area

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
<p><b>H - Provide a suitable level of community, leisure and education facilities, aligning with national and local initiatives including 21st Century Schools and the CCBC Sport and Active Recreation Strategy where applicable, and establish Integrated Well-Being Networks in order to connect communities' strengths and assets</b></p>	<p>H - 1 21st Century Schools</p>	<p>Replacement and relocation of school buildings in Rhymney and Bargoed via 21st Century Schools programme</p>	<ul style="list-style-type: none"> <li>● Developing fit-for-purpose school buildings in areas of high deprivation;</li> <li>● Expansion of Welsh medium education;</li> <li>● Reduction of surplus places and savings in financial terms;</li> <li>● Increased opportunities for community use and childcare provision</li> </ul>	<ul style="list-style-type: none"> <li>● SP2</li> <li>● SP6</li> <li>● SP8-9</li> <li>● SB6</li> <li>● SQL2-3</li> </ul>	<p>Funding envelope subject to Business Case Approval: £110 million for Band B proposals across CCBC - £78m capital funding (25%/35% met by CCBC), £32m revenue funding (19% met by CCBC)</p> <p>Total cost: £4.9 million (Rhymney), £5.9 million (Bargoed)</p>
<p><b>H - Provide a suitable level of community, leisure and education facilities, and establish Integrated Well-Being Networks in order to connect communities' strengths and assets</b></p>	<p>H - 2 Rhymney Integrated Health and Social Care Centre and Hafod Deg Resource Centre</p>	<p>Continued integration of community-based services</p>	<ul style="list-style-type: none"> <li>● Ensuring public availability and awareness of available support;</li> <li>● Better coordination of distinct, yet complementary, services;</li> <li>● Provision of workspace for community and volunteering groups</li> </ul>	<ul style="list-style-type: none"> <li>● SP1-9</li> <li>● SB5-6</li> <li>● SQL2-3</li> </ul>	<p>Funding secured: dependent on a range of stakeholders from the public and 'third' sectors</p> <p>Total cost: to be identified</p>
	<p>H - 3 Integrated Well-Being Networks</p>	<p>Establish IWNs for the Masterplan area</p>	<ul style="list-style-type: none"> <li>● Undertake a mapping exercise of existing facilities, in order to make networks more identifiable;</li> <li>● Connection of community-based 'hubs' and service deliverers;</li> <li>● Avoidance of duplication in terms of provision of advice and signposting;</li> <li>● Greater clarity for service users and accessibility of information</li> </ul>	<ul style="list-style-type: none"> <li>● SP1-9</li> <li>● SB5-6</li> <li>● SQL2-3</li> </ul>	<p>Funding secured: funded by ABHB</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding Secured and Potential Costs
I - Ensure that accessibility for all is embedded in all improvement schemes		This is a cross-cutting objective that should be considered an integral part of all projects	<ul style="list-style-type: none"> <li>● Accessibility for those living, working or visiting the Masterplan area</li> </ul>	<ul style="list-style-type: none"> <li>● SQL3</li> </ul>	
J - Ensure all communities within the Heads of the Valleys are able to engage and benefit from the Masterplan		Address multi-faceted needs in the most deprived communities by adopting a place-based focus that seeks to better coordinate services to achieve maximum impact	<ul style="list-style-type: none"> <li>● Social, economic and environmental outputs for deprived communities</li> </ul>	<ul style="list-style-type: none"> <li>● SP1-11</li> <li>● SB1</li> <li>● SB6</li> <li>● SQL3</li> <li>● SQL6</li> </ul>	

# Appendix 1 – A Foundation for Success Objectives

Supporting People	Supporting Business	Supporting Quality of Life	Connecting People and Places
SP1: Increase employability	SB1: Building a more resilient and diversified economy	SQL1: Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much-needed sustainable development, protecting wildlife and encouraging the use of green spaces to promote well-being	CPP1: Promote and identify major highway projects that would significantly improve connectivity and accessibility
SP2: Raise educational attainment	SB2: Supporting economic growth and innovation	SQL2: Improve access to culture, leisure and the arts	CPP2: Promote public transport integration and connectivity
SP3: Reduce worklessness	SB3: Creating an environment that nurtures business	SQL3: Active place marking	CPP3: Promote place-making development around key transport hubs and nodes
SP4: Improve resilience and support development of the foundational economy	SB4: Key sites and infrastructure for employment opportunities	SQL4: There is a need to increase tourism in Caerphilly, focusing on the historic and natural heritage of the area and the opportunities that this presents	CPP4: Actively promote rail improvements and the reinstatement of new links
SP5: Develop skills in key growth areas	SB5: Boost business support and enterprise	SQL5: Improve the delivery of new housing and diversify housing across all tenures	CPP5: Seek to reduce travelling distance and reduce out-commuting
SP6: Targeted intervention of key groups	SB6: Improve the links between businesses, schools and education and training providers	SQL6: Improve the quality of the existing housing stock through targeted intervention, particularly in terms of Council-owned housing stock	CPP6: Promote digital connectivity

Supporting People	Supporting Business	Supporting Quality of Life	Connecting People and Places
SP7: Ensure a clear, coordinated 'package of services is available in order to reconnect people to employment		SQL7: Refocus town centres to serve the needs of residents and businesses	
SP8: Support interventions to improve health			
SP9: Reduce inequality by reducing the number of lower super output areas within the top 10% deprived in Wales			
SP10: Ensure that cultivational procurement is a key consideration in the procurement of goods and services			
SP11: Tackle in-work poverty			

# Appendix 2 Well-being of Future Generations

The Masterplan has had regard for the seven well-being goals set out within the Well-Being of Future Generations (Wales) Act 2015. In order to demonstrate this, an assessment has been made as to which well-being goals each strategic objective would support. The Strategic Objectives of the Masterplan are:

- A.** Complement, and integrate with, nearby initiatives such as the Ebbw Vale Enterprise Zone (EZ) in order to develop a strategic employment function for Rhymney, establishing it as a gateway to the Valleys;
- B.** Improve social and economic resilience through education, training and careers advice, and foster the development of the foundational economy within this area to ensure that economic growth accrues more equitably;
- C.** Expand the area's sphere of influence and improve connectivity;
- D.** Reinforce the role of Bargoed as a service centre for the north of the County Borough;
- E.** Maximise the impact of the Valleys Regional Park, protect and enhance green spaces and built heritage and promote tourism;
- F.** Support proposals for renewable energy generation and community benefit through utility infrastructure;
- G.** Support the development and diversification of housing in sustainable locations;
- H.** Provide a suitable level of community, leisure and education facilities, aligning with national and local initiatives including 21st Century Schools and the CCBC Sport and Active Recreation Strategy where applicable and establish Integrated Well-Being Networks in order to connect communities' strengths and assets;
- I.** Ensure that accessibility for all is embedded in all improvement schemes;
- J.** Ensure all communities within the Heads of the Valleys are able to engage and benefit from the Masterplan



Goal	Description of the goal	How it will be achieved by the Masterplan
<b>A prosperous Wales</b>	An innovative, productive and low-carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.	<i>Relevant Strategic Objectives - A, B, C, D, F</i> Objectives A - D seek to increase employment by producing investment in specific sites and locations within the context of national and regional initiatives such as City Deal, VTF, Tech Valleys and Metro. Ensuring that education and training are undertaken with this context in mind will produce the skills and employment base that lends additional sustainability to this approach. Metro, and the Masterplan's role within the VTF's 'Energy Belt', will contribute to a society that recognises the need to generate sustainable resources, and respects the limits of the environment.
<b>A resilient Wales</b>	A nation which maintains and enhances a biodiverse natural environment with healthy, functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).	<i>Relevant Strategic Objectives - C, E, F</i> The Valleys Regional Park and the promotion of tourism relies, in large part, on the natural environment in which it is set, and therefore protection of this is paramount in its success. Improving accessibility and connectivity by way of expanding the capabilities of the public transport network through Metro, and the supporting of renewable energy schemes, are two ways in which the Masterplan seeks to strengthen environmental resilience and sustainability.
<b>A healthier Wales</b>	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.	<i>Relevant Strategic Objectives - A, E, G, H</i> All objectives will positively impact on this goal to a degree, but strengthening the area's economy, developing measures to ensure a supply of good quality housing stock, opportunities to utilise the natural environment for leisure purposes and ensuring access to facilities and services that directly enhance health and well-being are of utmost importance.

Goal	Description of the goal	How it will be achieved by the Masterplan
<b>A more equal Wales</b>	A society that enables people to fulfil their potential no matter what their background or circumstances (including their socioeconomic background and circumstances).	<i>Relevant Strategic Objectives - A, B, C, E, G, H, I, J</i> Objectives concerning connectivity in relation to job opportunities and key services, leisure and the Valleys Regional Park and ensuring the delivery of new housing are important in terms of enabling people in the Masterplan area to access such things. However, the strengthening of the local economy, along with adequate levels of education and training to enable more people to access such opportunities, will help reduce inequality.
<b>A Wales of cohesive communities</b>	Attractive, viable, safe and well-connected communities	<i>Relevant Strategic Objectives - A, B, C, D, E, F, G, H, I, J</i> Improving the economic fortunes of the area and the redevelopment of key sites in line with this ethos, along with the Metro proposals, will make the area increasingly viable as a series of distinctive, yet connected and interdependent, communities. Programmes such as the Valleys Regional Park will add to its attractiveness, both in terms of residents and visitors alike.
<b>A Wales of vibrant culture and thriving Welsh language</b>	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, sports and recreation.	<i>Relevant Strategic Objectives – E</i> Developing the Valleys Regional Park concept and maximising the impact of the area’s cultural heritage will encourage understanding of this aspect and participation in related activities. The Masterplan will be available bilingually.
<b>A globally responsive Wales</b>	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.	<i>Relevant Strategic Objectives – C, E, F</i> There are strong links between this goal and ‘A resilient Wales’. The Valleys Regional Park proposals require the protection and enhancement of green spaces in its effort to develop the area for tourism. The Masterplan promotes the use of more sustainable modes of transport in the form of Metro and Active Travel, and references the opportunity to promote renewable energy generation.

The development of the Masterplan has also been informed by the five ways of working:

**Involvement** – The proposals contained within the Masterplan are subject to consultation with the local community, and have been developed through engagement with stakeholders such as landowners, partner organisations including the Local Health Board and Idris Davies School, and local authority ward members and community councillors representing the various communities within the Masterplan area.

**Collaborate** – The development of the Masterplan has drawn upon the expertise from key representatives across local authority departments, including Planning, Regeneration, Housing, Engineering and Countryside. The delivery of the projects identified within the Masterplan will involve collaboration between the public, private and third sectors, and the Council will work closely with these partners to deliver schemes in a collaborative manner.

**Long term** – The objectives identified, and the projects that will deliver these objectives, are part of a longer-term vision of enhancing the role of the Heads of the Valleys as a sub-regional economic hub capable of supporting local communities. The Masterplan recognises the need for development in order to support economic growth, but recognises that this development should be of a sustainable nature, both in terms of its purpose and its location.

**Integration** – The projects identified in the Masterplan will help deliver a number of the objectives of within the Council's regeneration strategy A Foundation for Success (as set out within Section 7 of this document), as well as proposals contained within the adopted Local Development Plan. They will also deliver against the Council's own well-being objectives by identifying projects that will lead to job creation and training opportunities, promote more healthy and active lifestyles and reduce the carbon

footprint through improved Active Travel routes and facilities locally.

**Prevention** – The Masterplan recognises that there are a number of challenges within the Heads of the Valleys that need to be addressed, in order to realise the vision. The proposals identified will respond to these key concerns and will raise the profile of the area, developing the economy within the context of the A465 corridor, increasing and improving the tourism offer and enhancing town centres – all from the basis of improved connectivity, infrastructural investment and an advantageous strategic location in regional terms – thereby improving quality of life for those visiting, living and working in the Masterplan area.

# Appendix 3 - Assessment of Site-Specific Proposals against the National Well-Being Goals and the CCBC Well-Being Objectives

This appendix provides an initial assessment of the projects identified within the Masterplan against the national well-being goals and the Council's well-being objectives, as set out within the Corporate Plan 2018-2023. The national well-being objectives are set out in Appendix 2, and the corporate objectives are set out below. It should be noted that many of the projects identified are at an embryonic stage and therefore a detailed analysis of the relationship between proposals and the well-being goals and objectives cannot be undertaken at this stage.

## Caerphilly CBC Well-being Objectives

Number	Description
<b>Objective 1</b>	Improve education opportunities for all
<b>Objective 2</b>	Enabling Employment
<b>Objective 3</b>	Address the availability, condition and sustainability of homes throughout the county borough and provide advice, assistance or support to help improve people's well-being
<b>Objective 4</b>	Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment
<b>Objective 5</b>	Creating a county borough that supports a healthy lifestyle in accordance with the Sustainable Development Principle within the Wellbeing of Future Generations (Wales) Act 2015
<b>Objective 6</b>	Support citizens to remain independent and improve their well-being

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
A	A - 1 Capital Valley, Rhymney	Redevelopment for modern, fit-for-purpose class B premises	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities</li> </ul>	Enabling employment; Support citizens to remain independent and improve their well-being
	A - 2 The Lawns Industrial Estate	Development of additional (modern, fit-for-purpose) start-up units at The Lawns	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A healthier Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities</li> </ul>	Enabling employment; Support citizens to remain independent and improve their well-being
	A - 3 Heads of the Valleys Industrial Estate	Development of modern, fit-for-purpose class B premises, potentially including redevelopment of existing stock and provision of a business conferencing facility to serve A465 corridor	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A healthier Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities</li> </ul>	Enabling employment; Support citizens to remain independent and improve their well-being
B	B - 1 Education, training and careers advice	This is a cross-cutting objective that should be addressed as part of strengthening the area's employment function	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities</li> </ul>	Improve education opportunities for all; Enabling employment; Support citizens to remain independent and improve their well-being
	B - 2 Foundational economy	This is a cross-cutting objective that should be addressed as part of ensuring widespread economic and social benefit	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities</li> </ul>	Improve education opportunities for all; Enabling employment; Support citizens to remain independent and improve their well-being

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
C	C - 1 Land around Rhymney Station	Station improvements, additional car parking and creation of a multi-function business hub	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A globally responsive Wales</li> </ul>	<p>Enabling employment;</p> <p>Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	C - 2 Other stations (Pontlottyn, Brithdir, Tirphil)	Station improvements at Pontlottyn, Brithdir and Tirphil Stations	<ul style="list-style-type: none"> <li>● A resilient Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A globally responsive Wales</li> </ul>	<p>Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	C - 3 A465/ A469 Transport Hub	Development of a transport interchange close to the intersection of the A465 and A469	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A globally responsive Wales</li> </ul>	<p>Enabling employment;</p> <p>Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	C - 4 A469 Resilience Route	Pursue consideration of an A469 resilience route between New Tredegar and Rhymney	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A globally responsive Wales</li> </ul>	<p>Enabling employment;</p> <p>Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;</p> <p>Support citizens to remain independent and improve their well-being</p>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
C	C - 5 Former Skinner's Site, Rhymney	Development of a commercial or service-related facility, incorporating EV charging points to serve this stretch of the A465 corridor	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A globally responsive Wales</li> </ul>	<p>Enabling employment;</p> <p>Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	C - 6 Dyffryn Terrace, New Tredegar	Development of EV charging points	<ul style="list-style-type: none"> <li>● A resilient Wales</li> <li>● A Wales of cohesive communities</li> <li>● A globally responsible Wales</li> </ul>	<p>Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	C - 7 Active Travel Routes	Developing a network of cycle routes and pathways over the next 15 years, as per the Integrated Routes Map	<ul style="list-style-type: none"> <li>● A resilient Wales</li> <li>● A Wales of cohesive communities</li> <li>● A globally responsible Wales</li> </ul>	<p>Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;</p> <p>Support citizens to remain independent and improve their well-being</p>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
<b>D</b>	D - 1 Land at Bargoed Station	Expansion of car parking provision and general station improvements	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A resilient Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<p>Enabling employment;</p> <p>Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	D - 2 Business Quarter and Bargoed High Street	Redevelopment of vacant units for office use, some retail and complementary commercial uses	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A more equal Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<p>Enabling employment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	D - 3 Bargoed Retail Plateau	Development of remaining part of Bargoed Retail Plateau for commercial use	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<p>Enabling employment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	D - 4 Former Cinema, Hanbury Square	Redevelopment of the former cinema for commercial/office use	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A more equal Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<p>Enabling employment;</p> <p>Support citizens to remain independent and improve their well-being</p>



Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
E	E - 1 Parc Cwm Darran	Expansion of the park's role as a visitor attraction and community resource	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A healthier Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A Wales of vibrant culture and thriving Welsh language;</li> <li>● A globally responsive Wales</li> </ul>	<p>Creating a County Borough that supports a healthy lifestyle in accordance with the sustainable development principle within the Well-Being of Future Generations (Wales) Act 2015;</p> <p>Support citizens to remain independent and improve their well-being</p>
	E - 2 Parc Bryn Bach, Bute Town and Relevant Links	Better coordination of existing facilities (Parc Bryn Bach, Bute Town) through extension of cycle routes, interpretation work re. Rhymney Upper Furnace	<ul style="list-style-type: none"> <li>● A resilient Wales;</li> <li>● A healthier Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A Wales of vibrant culture and thriving Welsh language;</li> <li>● A globally responsive Wales</li> </ul>	<p>Creating a County Borough that supports a healthy lifestyle in accordance with the sustainable development principle within the Well-Being of Future Generations (Wales) Act 2015;</p> <p>Support citizens to remain independent and improve their well-being</p>
	E - 3 Winding House Museum	Utilisation of office space and better integration of educational, visitor and economic development functions	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A healthier Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<p>Improve education opportunities for all;</p> <p>Enabling employment;</p> <p>Support citizens to remain independent and improve their well-being</p>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
E	E - 4 Markham Colliery	Development of country park including extension of existing routes, widening visitor appeal and creation of appropriate economic uses	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A healthier Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A Wales of vibrant culture and thriving Welsh language;</li> <li>● A globally responsive Wales</li> </ul>	<p>Enabling employment;</p> <p>Creating a County Borough that supports a healthy lifestyle in accordance with the sustainable development principle within the Well-Being of Future Generations (Wales) Act 2015;</p> <p>Support citizens to remain independent and improve their well-being</p>
	E - 5 Gelligaer and Merthyr Common	Enhanced custodianship, community development and increased utilisation of the Common as a visitor attraction	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A healthier Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A Wales of vibrant culture and thriving Welsh language;</li> <li>● A globally responsive Wales</li> </ul>	<p>Improve education opportunities for all;</p> <p>Creating a County Borough that supports a healthy lifestyle in accordance with the sustainable development principle within the Well-Being of Future Generations (Wales) Act 2015;</p> <p>Support citizens to remain independent and improve their well-being</p>
	E - 6 Parc Coetir Bargod	Increase park's accessibility in relation to local settlements via new and extended cycle and walking routes	<ul style="list-style-type: none"> <li>● A resilient Wales;</li> <li>● A healthier Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A Wales of vibrant culture and thriving Welsh language;</li> <li>● A globally responsive Wales</li> </ul>	<p>Creating a County Borough that supports a healthy lifestyle in accordance with the sustainable development principle within the Well-Being of Future Generations (Wales) Act 2015;</p> <p>Support citizens to remain independent and improve their well-being</p>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
<b>E</b>	E - 7 Bargoed Park	Optimise the role of the park in terms of the sustainability of the town	<ul style="list-style-type: none"> <li>● A resilient Wales</li> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> <li>● A globally responsible Wales</li> </ul>	<p>Creating a County Borough that supports a healthy lifestyle in accordance with the sustainable development principle within the Well-Being of Future Generations (Wales) Act 2015;</p> <p>Support citizens to remain independent and improve their well-being</p>
<b>F</b>	F - 1 North of the A465	Potential development of a renewable energy scheme as part of the Heads of the Valleys 'Energy Belt'	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A globally responsive Wales</li> </ul>	<p>Enabling employment;</p> <p>Support citizens to remain independent and improve their well-being</p>
	F - 2 Markham Renewable Energy Scheme	Potential development of a community renewable energy scheme	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A globally responsive Wales</li> </ul>	<p>Enabling employment;</p> <p>Address the availability, condition and sustainability of homes through the County Borough and provide advice, assistance or support to help improve people's well-being;</p> <p>Support citizens to remain independent and improve their well-being</p>
	F - 3 Rhymney to Bargoed Water Resilient Communities	Increasing water resilience through improvements to physical infrastructure and community engagement	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A resilient Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A globally responsive Wales</li> </ul>	<p>Improve education opportunities for all;</p> <p>Enabling employment;</p> <p>Address the availability, condition and sustainability of homes through the County Borough and provide advice, assistance or support to help improve people's well-being;</p> <p>Support citizens to remain independent and improve their well-being</p>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
G	G - 1 Aberbargoed Plateau	Mixed-use scheme comprising some residential, FE provision and extension of the cycle route to Parc Coetir Bargod	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A more equal Wales</li> <li>● A Wales of cohesive communities</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<p>Improve education opportunities for all;</p> <p>Address the availability, condition and sustainability of homes through the County Borough and provide advice, assistance or support to help improve people's well-being;</p> <p>Support citizens to remain independent and improve their well-being</p>
	G - 2 Bedwellty School	Development of former Bedwellty School site for residential	<ul style="list-style-type: none"> <li>● A Wales of cohesive communities</li> </ul>	<p>Address the availability, condition and sustainability of homes through the County Borough and provide advice, assistance or support to help improve people's well-being;</p> <p>Support citizens to remain independent and improve their well-being</p>
	G - 3 Empty Homes Grant Scheme	Grant funding for purchasers of empty homes for renovation	<ul style="list-style-type: none"> <li>● A resilient Wales;</li> <li>● A healthier Wales;</li> <li>● A Wales of cohesive communities</li> </ul>	<p>Address the availability, condition and sustainability of homes through the County Borough and provide advice, assistance or support to help improve people's well-being;</p> <p>Support citizens to remain independent and improve their well-being</p>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
H	H - 1 21st Century Schools	Replacement and relocation of school buildings in Rhymney and Bargoed via 21st Century Schools programme	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A healthier Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<p>Improve education opportunities for all;</p> <p>Support citizens to remain independent and improve their well-being</p>
	H - 2 Rhymney Integrated Health and Social Care Centre and Hafod Deg Resource Centre	Continued integration of community-based services	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A healthier Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> </ul>	<p>Improve education opportunities for all;</p> <p>Creating a County Borough that supports a healthy lifestyle in accordance with the sustainable development principle within the Well-Being of Future Generations (Wales) Act 2015;</p> <p>Support citizens to remain independent and improve their well-being</p>
	H - 3 Integrated Well-Being Networks	Establish IWNs for the Masterplan area	<ul style="list-style-type: none"> <li>● A prosperous Wales;</li> <li>● A healthier Wales;</li> <li>● A more equal Wales;</li> <li>● A Wales of cohesive communities;</li> </ul>	<p>Improve education opportunities for all;</p> <p>Enabling employment;</p> <p>Creating a County Borough that supports a healthy lifestyle in accordance with the sustainable development principle within the Well-Being of Future Generations (Wales) Act 2015;</p> <p>Support citizens to remain independent and improve their well-being</p>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018 - 2023
I	I - Ensure that accessibility for all is embedded in all improvement schemes	This is a cross-cutting objective that should be considered an integral part of all projects	<ul style="list-style-type: none"> <li>● A more equal Wales</li> <li>● A healthier Wales</li> </ul>	Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment;
J	J - Ensure all communities within the Heads of the Valleys are able to engage and benefit from the Masterplan	Address multi-faceted needs in the most deprived communities by adopting a place-based focus that seeks to better coordinate services to achieve maximum impact	<ul style="list-style-type: none"> <li>● A more equal Wales</li> <li>● A Wales of cohesive communities</li> </ul>	Address the availability, condition and sustainability of homes through the County Borough and provide advice, assistance or support to help improve people's well-being

## Appendix 4: Sectoral Analysis

Almost 68 ha. of allocated or protected employment land lies in the HOVRA across six sites, making it the County Borough's smallest area in terms of economic/industrial presence. The table below sets out the economic sectors on sites within the HOVRA, by floorspace and numbers of units

*Economic sectors on HOVRA sites, expressed by floorspace and numbers of units (2018)*

Sector	Floorspace (sq m)	% Occupied Floorspace	Units	% Occupied Units
Mining & quarrying	3,285	2.2	1	0.7
Food, drink & tobacco	184	0.1	2	1.4
Textiles	623	0.4	3	2.1
Wood & paper	11,627	7.7	2	1.4
Printing & recording	56	0.0	1	0.7
Non-metallic mineral products	3,973	2.6	10	6.9
Metals & metal products	1,415	0.9	4	2.8
Machinery	714	0.5	2	1.4
Other manufacturing & repair	25,016	16.6	16	11.0
Electricity & gas	239	0.2	2	1.4
Water, sewerage & waste	21,998	14.6	8	5.5
Construction	50,593	33.7	10	6.9
Motor vehicles trade	5,311	3.5	11	7.6
Wholesale trade	343	0.2	1	0.7

Sector	Floorspace (sq m)	% Occupied Floorspace	Units	% Occupied Units
Retail trade	910	0.6	5	3.4
Land transport	826	0.5	1	0.7
Warehousing & postal	5,301	3.5	20	13.8
Food & beverage services	545	0.4	6	4.1
Head offices & management consultancies	211	0.1	4	2.8
Architectural & engineering services	1,841	1.2	8	5.5
Other professional services	2,415	1.6	7	4.8
Business support service	6,324	4.2	12	8.3
Public administration & defence	4,351	2.9	1	0.7
Education	387	0.3	1	0.7
Health	43	0.0	1	0.7
Arts	330	0.2	3	2.1
Recreational services	1,029	0.7	1	0.7
Other services	380	0.3	2	1.4
TOTAL	150,270	100	145	100

In terms of sectors, there is a great deal of variety with nearly 30 represented. Only two sectors, 'warehousing and postal' and 'other manufacturing and repair' account for

at least 10% of occupied units. In terms of floorspace, this is dominated by 'construction', which accounts for over a third. Other notable sectors regarding floorspace are

'other manufacturing and repair' and 'water, sewerage and waste', both of which account for over 10%.



On a site-by-site basis, this level of variety is also borne out, though some sites do appear to display some degree of specialism (though this must be tempered by the fact that these sectors are somewhat generic compositions of various sub-sectors):

- Heads of the Valleys – ‘other manufacturing’ (including manufacture of furniture, repair of machinery and miscellaneous manufacture that does not fall into any other sector);
- Maerdy – ‘other manufacturing’ (as above);
- Capital Valley – ‘construction’ (construction of buildings, specialised construction and civil engineering).

These sectoral groupings conceal the fact that the HOVRA is home to some key local employers, including Convatec (manufacturer of medical products) and Richards and Appleby (manufacturer of cosmetics) at Heads of the Valleys Industrial Estate, and Williams Medical (medical supplier) at Maerdy. Each of these companies employs between 100 and 200 people.

There is a need to highlight how firms are categorised within particular sectors. The three employers mentioned above are all categorised within ‘other manufacturing’. However, Williams Medical is arguably a better fit within ‘wholesale trade’, or all three companies within ‘health’. Only one unit is identified as being within the ‘health’ category – City and Country Healthcare Group, which occupies a small unit on Bowen Industrial Estate. Due to the size of this operation, this company is unlikely to feature as a key player in the area of health and life sciences in isolation, although it is possible that it may have strong links with others in the local area.

The HOVRA sites presently support some businesses categorised as ‘other professional services’ which could, theoretically, include scientific-based operations with potential links to healthcare-related industries. However, in reality, these include solicitors, driving instructors and other small businesses which offer services to the local community

and no ostensible links to the area’s larger employers.

Despite the presence of a diverse economic foundation, it is clear that some of the area’s larger firms have a common basis in healthcare-related occupations, though further definition is not possible due to the slightly different nature of those firms i.e. the fact that manufacturers exist as well as suppliers, each with a focus on different types of products. It is therefore necessary to look further afield across the HOVRA in order to identify whether there is sectoral strength in this area, and whether the potential for linkages between these firms may exist.

## Regional Context

As well as the northern part of Caerphilly County Borough, the HOVRA also incorporates the entirety of Blaenau Gwent and Merthyr Tydfil, and the northern parts of the Torfaen and Rhondda Cynon Taf administrative areas. However, although information was sought from all of these, it was only provided by Blaenau Gwent.

Blaenau Gwent is particularly pertinent to the Caerphilly context due to:

- it being the location of the Ebbw Vale Enterprise Zone (EZ) – a Welsh Government-supported network of eight industrial sites designed to accommodate automotive-based uses; and
- its proximity to the Rhymney sites.

Although a comprehensive, sectoral-based inventory of businesses in Blaenau Gwent is not available, manufacturing remains dominant which, like Caerphilly, is diverse in nature. There are two potential areas of focus here:

- The presence of firms operating in healthcare/life sciences, which, in conjunction with the firms operating in Rhymney, may demonstrate the importance of this sector to this part of the HOVRA; and
- The success of the EZ sites in developing an automotive base, which could provide an opportunity for the development of

complementary uses in the Caerphilly part of the HOVRA.

In terms of healthcare/life sciences, the following firms are of potential importance, given its role as a targeted sector within the CCR Industrial and Economic Plan:

- Crown Business Park – Eurocaps Ltd (capsule/soft gelatine manufacture);
- Rassau Industrial Estate – Weiss Technik UK Ltd (environmental test chambers);
- Roseheyworth Business Park – Neem Biotech (laboratory);
- Tafarnaubach Industrial Estate – Nordic Care Services (supplier of healthcare products), PCI Pharma Services (pharmaceutical manufacture).

Each of the firms mentioned above occupy units of 1,000 sq m+, suggesting that each has a not insignificant role in the local economy. Together with Convatec, Williams Medical and Richards and Appleby, this indicates the importance of the Ebbw Vale-

Rhymney stretch of the A465 corridor as being a geographical nucleus for healthcare/life sciences, with the existence of a cluster that itself displays some diversity within its field, including pharmaceuticals, testing, other health-related manufacture and supply.

Of the EZ sites, the following accommodate firms that may have some direct value in developing the area's role as an automotive hub:

**Rassau Industrial Estate** – G Tem (manufacture of car components), Sears Manufacturing (seat assembly/manufacturing);

**Tafarnaubach Industrial Estate** – Tenneco Walker (exhausts);

**Waun-y-Pound Industrial Estate** – Continental Teves UK Ltd (hydraulic brake systems).

Of the additional (non-EZ) sites, Sogefi Filtration Ltd (automotive manufacture) at Crown Business Park also falls into this

category. Again, all of these firms occupy units of 1,000 sq m+.

The Ebbw Vale Enterprise Zone is particularly relevant to the north of Caerphilly County Borough as it encompasses sites that are a few miles from those at Rhymney, including Tafarnaubach Industrial Estate which lies on the Caerphilly-Blaenau Gwent boundary. Therefore, an attempt to develop the automotive focus of this location could have an impact on those other sites within its immediate environs, in terms of creating opportunities for the development of complementary uses – albeit without the benefit of publicly-funded financial incentives as is the case in the EZ.

For instance, the CCR Employment and Skills Plan identifies advanced materials and manufacturing as being a priority sector for employment and skills support. Whilst this might include life sciences, it would also include businesses in other areas, some of which could help diversify and strengthen the EZ's economic base. However, the 2018 ELAS

does not identify any examples of existing firms, other than those already provided, that might be regarded as being currently operational in the north of the County Borough.

### Premises

The JLL report makes the case for the development of different types of units, three of which would appear to be relevant to the HOVRA:

- Sites developed in conjunction with Metro stations, such as Rhymney, could benefit from some level of small business unit/ office provision as part of a 'business hub pathfinder' scheme;
- Larger B2 units – larger sites are best-placed to cater for units of 25,000+ sq ft due to the lack of remaining, vacant floorspace. Some of the Rhymney sites such as Capital Valley would appear to meet the required criteria, along with sites in the Ebbw Vale EZ;

- Small B1/B2/B8 units – existing premises have very high occupancy rates and strong levels of demand suggest that these would be suitable for smaller estates as well as some larger sites in order to complement the portfolio of stock at these locations. Again, these units could be considered for 'business hub' schemes in relation to Metro stations. Whilst some provision is being made for new start-up units at The Lawn, additional provision at Capital Valley would add further capacity and take advantage of the site's proximity to the station.

# Appendix 5: Welsh Index of Multiple Deprivation (2019)

Data is collated for the Welsh Index of Multiple Deprivation (WIMD) at super output area (SOA) level. Of the twenty LSOAs that constitute the HOVRA, six are in the most 10% deprived of all Welsh LSOAs. A further five are in the most 10%-20% deprived. Data regarding each of the indices is set out below, for each of the LSOAs:

Twyn Carno 1	Rank (of 1909)	Deprivation
Overall	8	10% most
Income	21	10% most
Employment	8	10% most
Health	25	10% most
Education	9	10% most
Access to Services	510	20-30% most
Community Safety	148	10% most
Physical Environment	450	20-30% most
Housing	1198	50% least

Twyn Carno 2	Rank (of 1909)	Deprivation
Overall	473	20-30% most
Income	509	20-30% most
Employment	303	10-20% most
Health	642	30-50% most
Education	817	30-50% most
Access to Services	1075	50% least
Community Safety	71	10% most
Physical Environment	426	20-30% most
Housing	1059	50% least

Moriah 1	Rank (of 1909)	Deprivation
Overall	391	20-30% most
Income	497	20-30% most
Employment	331	10-20% most
Health	230	10-20% most
Education	221	10-20% most
Access to Services	1657	50% least
Community Safety	863	30-50% most
Physical Environment	976	50% least
Housing	476	20-30% most

Moriah 3	Rank (of 1909)	Deprivation
Overall	67	10% most
Income	137	10% most
Employment	44	10% most
Health	186	10% most
Education	62	10% most
Access to Services	562	20-30% most
Community Safety	27	10% most
Physical Environment	629	30-50% most
Housing	552	20-30% most

Moriah 2	Rank (of 1909)	Deprivation
Overall	228	10-20% most
Income	368	10-20% most
Employment	122	10% most
Health	189	10% most
Education	477	20-30% most
Access to Services	1464	50% least
Community Safety	70	10% most
Physical Environment	310	10-20% most
Housing	582	30-50% most

Pontlottyn	Rank (of 1909)	Deprivation
Overall	315	10-20% most
Income	370	10-20% most
Employment	180	10% most
Health	447	20-30% most
Education	258	10-20% most
Access to Services	1079	50% least
Community Safety	219	10-20% most
Physical Environment	1013	50% least
Housing	843	30-50% most

Darren Valley 1	Rank (of 1909)	Deprivation
Overall	832	30-50% most
Income	958	50% least
Employment	819	30-50% most
Health	682	30-50% most
Education	816	30-50% most
Access to Services	860	30-50% most
Community Safety	712	30-50% most
Physical Environment	1731	50% least
Housing	219	10-20% most

New Tredegar 1	Rank (of 1909)	Deprivation
Overall	578	30-50% most
Income	768	30-50% most
Employment	594	30-50% most
Health	538	20-30% most
Education	651	30-50% most
Access to Services	1204	50% least
Community Safety	25	10% most
Physical Environment	1299	50% least
Housing	1421	20-30% most

Darren Valley 2	Rank (of 1909)	Deprivation
Overall	137	10% most
Income	338	10-20% most
Employment	98	10% most
Health	71	10% most
Education	50	10% most
Access to Services	736	30-50% most
Community Safety	621	30-50% most
Physical Environment	1526	50% least
Housing	606	30-50% most

New Tredegar 2	Rank (of 1909)	Deprivation
Overall	246	10-20% most
Income	348	10-20% most
Employment	308	10-20% most
Health	188	10% most
Education	280	10-20% most
Access to Services	383	20-30% most
Community Safety	241	10-20% most
Physical Environment	1369	50% least
Housing	279	10-20% most

New Tredegar 3	Rank (of 1909)	Deprivation
Overall	59	10% most
Income	73	10% most
Employment	83	10% most
Health	77	10% most
Education	104	10% most
Access to Services	367	10%-20% most
Community Safety	41	10% most
Physical Environment	1075	50% least
Housing	222	10-20% most

Bargoed 2	Rank (of 1909)	Deprivation
Overall	704	30-50% most
Income	711	30-50% most
Employment	553	20-30% most
Health	623	30-50% most
Education	871	30-50% most
Access to Services	1861	50% least
Community Safety	129	10% most
Physical Environment	1035	50% least
Housing	551	20-30% most

Bargoed 1	Rank (of 1909)	Deprivation
Overall	538	20-30% most
Income	626	30-50% most
Employment	381	10-20% most
Health	300	10-20% most
Education	778	30-50% most
Access to Services	1049	50% least
Community Safety	297	10-20% most
Physical Environment	1464	50% least
Housing	1038	50% least

Bargoed 3	Rank (of 1909)	Deprivation
Overall	456	20-30% most
Income	635	30-50% most
Employment	422	20-30% most
Health	486	20-30% most
Education	341	10-20% most
Access to Services	1539	50% least
Community Safety	248	10-20% most
Physical Environment	954	30-50% most
Housing	153	10% most

Bargoed 4	Rank (of 1909)	Deprivation
Overall	29	10% most
Income	23	10% most
Employment	18	10% most
Health	29	10% most
Education	161	10% most
Access to Services	343	10-20% most
Community Safety	146	10% most
Physical Environment	1613	50% least
Housing	765	30-50% most

Aberbargoed 1	Rank (of 1909)	Deprivation
Overall	349	10-20% most
Income	426	20-30% most
Employment	286	10-20% most
Health	349	10-20% most
Education	233	10-20% most
Access to Services	764	30-50% most
Community Safety	318	10-20% most
Physical Environment	1280	50% least
Housing	877	30-50% most

Gilfach	Rank (of 1909)	Deprivation
Overall	482	20-30% most
Income	576	30-50% most
Employment	248	20-30% most
Health	501	20-30% most
Education	710	30-50% most
Access to Services	1182	50% least
Community Safety	464	20-30% most
Physical Environment	1096	50% least
Housing	514	20-30% most

Aberbargoed 2	Rank (of 1909)	Deprivation
Overall	177	10% most
Income	162	10% most
Employment	139	10% most
Health	210	10-20% most
Education	282	10-20% most
Access to Services	1335	50% least
Community Safety	180	10% most
Physical Environment	1297	50% least
Housing	149	10% most



Argoed 1	Rank (of 1909)	Deprivation
Overall	213	10-20% most
Income	156	10% most
Employment	192	10% most
Health	267	10-20% most
Education	155	10% most
Access to Services	1375	50% least
Community Safety	604	30-50% most
Physical Environment	1584	50% least
Housing	411	20-30% most

Argoed 2	Rank (of 1909)	Deprivation
Overall	710	30-50% most
Income	913	30-50% most
Employment	958	50% least
Health	1198	50% least
Education	826	30-50% most
Access to Services	260	10-20% most
Community Safety	678	30-50% most
Physical Environment	1294	50% least
Housing	44	10% most

