

Sustainable Settlement Assessment Background Paper

Papur Cefndir Aseiad Anheddu Cynaliadwy



Replacement Local Development Plan 2018-2033
Cynllun Datblygu Lleol Newydd 2018 - 2033

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1.0 INTRODUCTION

1.1 This paper sets out the methodology for undertaking a sustainable settlement assessment, its subsequent application and analysis of information to provide conclusions on settlement roles and functions. This forms a key part of the evidence base for the replacement Blaenau Gwent Local Development Plan (LDP).

Purpose

1.2 The purpose of this assessment is to identify those settlements which are potentially suitable to accommodate future growth in terms of their location, role and function. This involves an assessment of the current role and function of settlements, as well as an understanding of the relationships between settlements and their potential future roles.

Aim

1.3 The aim is to identify the most appropriate locations to accommodate future growth in order to achieve a sustainable pattern of growth, minimise unsustainable patterns of movement and support local services and facilities. This process is fundamental to achieving the replacement LDP's vision of:

Through collaborative working, by 2033, Blaenau Gwent will become a network of connected **sustainable, vibrant valley communities** that support the **well-being** of current and future generations with:

- a **prosperous low carbon economy** where people have the skills, knowledge and opportunities to achieve a better quality of life; and
- residents living in **well connected**, healthy and safe communities, in a range of good quality homes with better access to services;
- its **distinctive natural environment**, cultural and historic identity is protected and enhanced creating a place where people want to live, work and visit.

1.4 This settlement appraisal will enable settlements to be grouped into different tiers based upon their role and function and will thus help to inform the Plan's settlement hierarchy. However, it should be noted that the results of this assessment will form part of a larger evidence base and whilst it will give some indication of the relative sustainability of the settlements there are other criteria that will also need to be taken into consideration. For instance any decisions on whether or not to allocate particular sites for development in the settlements will also depend on such issues as their impact on the physical form of the settlement, landscape setting, environmental constraints and infrastructure capacity among other considerations.

1.5 The methodology is based on the proposed approach set out in the draft South East Wales Strategic Planning Group (SEWSPG) Pathfinder Group Sustainable Settlement Appraisal Paper (SSAP). This seeks to set out a common methodology for sustainable settlement appraisals to be used across the South East Wales region. However, some

elements of the methodology have been adapted to ensure that it is relevant to Blaenau Gwent which is typified by valley towns with some small rural communities. If the proposed regional methodology were to be strictly adhered to, the settlement scores/weighting would be disproportionately low and skew the assessment. The application of a more flexible scoring approach to that proposed in the regional methodology is, therefore, considered necessary to take account of Blaenau Gwent's character. The differences between this and the SEWSPG methodology are set out in Appendix 1.

2.0 CONTEXT

Local - Background to settlements within Blaenau Gwent

2.1 Located in South East Wales 20 miles north of Newport and 20 miles north east of Cardiff Blaenau Gwent is well placed between South Wales and the Midlands. The County Borough covers an area of 10,900 ha and has an estimated population of 69,700 (2018). The area is characterised by its valley topography which creates a close relationship between densely urbanised communities and large tracts of open countryside.

2.2 Blaenau Gwent's origins lay in the wide range of local and natural resources for making iron and steel. As a result heavy industry came to fill much of the three valleys of Sirhowy, Ebbw Fach and Ebbw Fawr with settlements developing next to workplaces along the valley floors or clinging to the valley sides. The main settlements are the towns of Abertillery, Brynmawr, Ebbw Vale, and Tredegar which offer a wide range of opportunities for employment, shopping, community facilities and public transport.

Policy Context

Planning Policy Wales Edition 10 (2018)

2.3 Planning Policy Wales (PPW, Edition 10, December 2018) sets out the land use planning policies and overarching sustainable development goals for Wales, revised to contribute to the statutory well-being goals of the Well-being of Future Generations Act. The Well-being Act provides a clear definition of sustainable development and has established seven well-being goals which are intended to shape the work of all public bodies in Wales, these are:

- A prosperous Wales,
- A resilient Wales,
- A healthier Wales,
- A more equal Wales,
- A Wales of cohesive communities,
- A Wales of vibrant culture and thriving Welsh Language, and
- A globally responsible Wales.

2.4 PPW 10 states that "Sustainable Places are the goal of the land use planning system in Wales...all development decisions...should seek to contribute towards the making of sustainable places and improved well-being" (PPW 10, para 2.2). It goes on to state (as set out in Figure 3: Key Planning Principles – Achieving the Right Development in the Right Place), that the planning system can create and sustain communities by "...creating well-designed places and cohesive rural and urban communities which can be sustained by ensuring the appropriate balance of uses and density, making places where people want to be..."

2.5 PPW 10 secures a presumption in favour of sustainable development and considers a plan-led approach to be the most effective means of securing sustainable development

through the planning system. PPW 10 has a strong focus on promoting placemaking, which is considered instrumental to achieving sustainable places, delivering socially inclusive development and promoting more cohesive communities. Placemaking is deemed a holistic approach that “...considers the context, function and relationships between a development site and its wider surroundings” (PPW 10, p.16).

2.6 To achieve sustainable placemaking PPW 10 states that development plans should:

- identify areas and sites for new development...based not only on the consideration of the needs of existing urban and rural areas but also future relationships between urban settlements and their rural hinterlands, particularly in light of ensuring strong rural and urban communities, maintaining places which are resilient to the effects of social and economic change and are resilient in the light of the impacts of climate change. (PPW 10, para. 3.37)
- include a spatial strategy covering the lifetime of the plan which establishes a pattern of development improving social, economic, environmental and cultural well-being. (PPW 10, para. 3.38)
- prioritise the use of suitable and sustainable previously developed land and/or underutilised sites for all types of development. (PPW 10, para. 3.39)
- promote viable urban and rural retail and commercial centres as the most sustainable locations to live, work, shop, socialise and conduct business (PPW 10, para. 4.33)
- ensure new development is located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities. (PPW 10, para. 4.0.3)
- conserve and, where possible, enhance the countryside for the sake of its ecological, geological, physiographic, historical, archaeological, cultural and agricultural value and for its landscape and natural resources...balanced against the economic, social and recreational needs of local communities and visitors. (PPW 10, para. 3.34)
- foster adaptability and resilience for rural places in the face of the considerable challenge of maintaining the vibrancy of communities and availability of services as well as contributing to the Cohesive Communities well-being goal. (PPW 10, para. 3.34)

2.7 PPW 10 emphasises the link between the number of homes due to be provided and the expected job opportunities, as well as the location of any new development in relation to existing or planned infrastructure. This is important to minimise the need to travel, reduce private car reliance and increase opportunities for cycling, walking and the use of public transport. Development plans are deemed to “...provide the main means for achieving integration between land use and transport planning” (PPW 10, para. 4.15).

2.8 At the same time PPW 10 recognises that for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. Due to this PPW 10 advises that in rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes

when compared to the rural area as a whole. Development in these areas should embrace the national sustainable placemaking outcomes and, where possible, offer good active travel connections to the centres of settlements to reduce the need to travel by car for local journeys. (PPW10, para. 3.35)

2.9 Additionally PPW 10 advises that “Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by local authorities as the preferred locations for most new development including housing and employment provision. The approach should be supported by the service delivery plans of local service providers”. (PPW 10, para. 3.36)

Technical Advice Note 4 (TAN 4) – Retail and Commercial Development (2016)

2.10 TAN 4 advocates a ‘town centre first’ approach which ensures retail and commercial centres which act as a focal point for shopping, leisure and tourism, local services and business/employment opportunities are located in areas with “*high levels of accessibility by a range of transport options make them [town centres] sustainable locations*” (TAN 4, para.2.1, 2016).

2.11 TAN 4 reiterates the important role that retail and commercial centres play in creating sustainable locations stating “*good access to and within, retail and commercial centres is key, both to the vibrancy of those places and to ensure that everyone in society has access to the wide variety of goods and services.*” Furthermore Development Plans should ensure access is sustainable in nature by promoting the ability to *walk, cycle or use public transport to get to retail and commercial centres*” (TAN 4, para.2.7, 2016).

2.12 TAN 4 demonstrates the need to consider retail and commercial centres when considering the sustainability of a location both in terms of the uses available and the way these uses are accessed.

Technical Advice Note 6 (TAN 6) – Planning for Sustainable Rural Communities (2010)

2.13 TAN 6 develops upon the principles outlined in PPW. With regard to informing the location of development TAN 6 advises “*Development plans should set out the spatial vision for rural communities. This should be based on a sound understanding of the functional linkages within the area and the potential for improving the sustainability of the existing settlement pattern. Many rural communities can accommodate development, particularly to meet local needs. New development can help to generate wealth to support local services, ensuring that communities are sustainable in the long term.*” (TAN 6, 2.2.1, 2010). Therefore, under TAN 6 an audit of rural services and facilities by individual settlement and the consideration of functional linkages within the area will be required to inform the settlement strategy for Development Plans.

Technical Advices Note 18 (TAN 18) – Transport (2007)

2.14 TAN 18 sets out Welsh Government’s aim to promote sustainable transport in Wales. The TAN focuses on achieving the Welsh Government’s environmental outcomes in its Environmental Strategy by (TAN 18, para.2.3, 2007):

- Promoting resource and travel efficient settlement patterns;

- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- Managing parking provision;
- Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- Encouraging the location of development near other related uses to encourage multi-purpose trips;
- Promoting cycling and walking;
- Supporting the provision of high quality, inclusive public transport;
- Supporting provision of a reliable and efficient freight network;
- Promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
- Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

2.15 TAN 18 (para. 3.4, 2007) goes on to emphasise the need to identify residential sites in accessible areas which have good links to jobs, shops and services by modes other than the car and where public transport services have existing or planned capacity to absorb further development. Based upon this, settlement policies should:

- Promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Transport Plan;
- Ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
- Include policies and standards on density, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
- Encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where; appropriate, layouts that allow public transport to pass through easily; and
- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

2.16 This reiterates the importance of sustainable transport when identifying sustainable settlements, as TAN 18 advises sustainable transport is a key element of Development Plans. The theme of sustainable transport and accessibility is given considerable weight in national guidance and places an onus on Local Authorities to prioritise it.

2.17 TAN 18 also acknowledges the difficulties of creating sustainable locations in more rural areas. It notes *“Transport issues in rural areas will vary depending on the relative isolation from major urban centres. Long distance out-commuting from rural areas raises sustainability issues given the length of the journey and the rural location means that conventional public transport is unlikely to be viable in response. Local authorities should therefore consider whether different policy approaches are required depending on the proximity of rural areas to urban centres. For example, the development plan strategy may require a more decentralised approach to employment location in order to minimise overall private car mileage in an area without strong functional linkages to larger settlements. For a rural area close to a large urban area for example, development serving local needs may be directed to settlements to provide sufficient demand to enable public transport services to extend from the main centre.”* (TAN 18, para.3.13, 2007). Therefore, it is important to understand the nature of settlements to help inform the development plan strategy to better allocate development in sustainable locations as set out in PPW 10 and TAN 18.

2.18 In addition to the guidance in the TAN the Transport Act 2000, as amended by the Transport (Wales) Act 2006, requires the Council to produce a Local Transport Plan (LTP) every five years and to keep it under review. A South East Valleys Local Transport Plan was prepared covering Blaenau Gwent. As directed by the guidance, this LTP updates and prioritises schemes identified in the adopted RTP that are proposed for implementation between 2015 and 2020. However, it also identified a longer-term programme identifying aspirations up to 2030.

Technical Advice Note 20 (TAN 20), Planning and the Welsh Language, 2017

2.19 TAN 20 provides advice on incorporating the Welsh language in development plans through Sustainability Appraisals, whilst also outlining procedures for windfall development in areas where the language is particularly significant. The TAN stresses the need to assess the potential cumulative effects of development across the plan area; specifically how the strategy and policies are likely to impact on use of the Welsh language and the sustainability of communities. The spatial distribution of new development and infrastructure can be used as a strategic means of supporting the language based on the findings of the Sustainability Appraisal.

2.20 PPW 10 also highlights the importance of considering the likely effects of development plans on the use of the Welsh language. In order to achieve this it recommends *“...a broad distribution and phasing of development that takes into account the ability of the area or community to accommodate development without adversely impacting use of the Welsh language”* (PPW 10, para 3.26) is required. Blaenau Gwent has a relatively low percentage of its population who have skills in Welsh. At the time of the 2011 Census only 9.9% of the population said that they could read, write or speak Welsh, any impacts on the Welsh language will be addressed in the Integrated Sustainability Appraisal of the Replacement LDP.

Active Travel (Wales) Act 2013

2.21 The Active Travel (Wales) Act aims to make active travel the most attractive option for shorter everyday journeys (journeys to work, school, to access shops or services, etc. i.e. not purely recreational). This Act states that *“Its purpose is to enable more people to undertake active travel, meaning more people can enjoy the benefits of active travel. We want to encourage people to leave their cars behind and use active travel where it is suitable for them to do so.”* Enabling more people to undertake active travel will mean more people can enjoy the health benefits of active travel, help reduce greenhouse emissions, tackle poverty and disadvantage and help our economy to grow.

2.22 The Act requires local authorities in Wales to produce active travel maps for certain named settlements and deliver year on year improvements in active travel routes and facilities. It requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. It also requires the Welsh Ministers and local authorities to promote active travel journeys in exercising their functions under this Act.

2.23 Blaenau Gwent has prepared a series of Integrated Network Maps (INMs) which set out the Council’s plans for improving active travel routes in and around certain settlements over the next 15 years (nine in all).

2.24 The maps produced show proposed future networks of key walking and cycling routes. Some of the routes shown will already be up to standard (i.e. those that are also included in the Existing Routes Maps), but many fall short of the Design Guidance standard. The maps include schemes for delivery in the next couple of years, schemes for delivery in the medium term, and longer-term proposals of a more aspirational nature. The INMs were approved by Welsh Government in November 2018.

Development Plans Manual Edition 3 Consultation Draft (June 2019)

2.25 The Consultation Draft Development Plans Manual states that Local Planning Authorities should undertake a settlement assessment to inform decisions regarding where development should be spatially located to achieve a sustainable pattern of growth, minimise unsustainable patterns regarding the movement of people and support local services and facilities. The assessment should not be confined to the geographical boundaries of the Local Planning Authority (LPA) administrative boundary, but take account of the relationship settlements have with neighbouring areas. The range of topics to be considered as part of the settlement assessment is highlighted in diagram 1 below.

2.26 The Manual requires that the LPA formulate a methodology for assessing the role and function of settlements which is clearly set out in the evidence base. It should be transparent regarding how settlements are being assessed, the key assessment components and how this has been applied in a consistent manner across the area. This assessment should form the basis for the settlement hierarchy, identifying which settlements are most sustainable and have capacity to deliver growth.

Diagram 1: Settlement Assessment



Source: Consultation Draft Development Plans Manual Edition 3 (June 2019)

3.0 SUSTAINABLE SETTLEMENT APPRAISAL METHODOLOGY

Methodology

3.1 This section sets out the methodology to be used to assess a settlement's sustainability. A total of 10 settlements have been included in the appraisal. The settlements appraised are those identified by the settlement boundaries identified in the current adopted Local Development Plan (2006-2021) (Policy SB1). The nature of the valley settlements means that overtime communities have merged and prove difficult to disaggregate. Abertillery, Cwmtillery, Six Bells, Aberbeeg, Brynithel and Llanhilleth are a good example of this as they form one continuous settlement in the current Plan. However, it has been decided to split this settlement in two for the purpose of the assessment with Abertillery, Cwmtillery and Six Bells identified as one settlement and Aberbeeg, Brynithel and Llanhilleth as a further settlement. This split reflects ward boundaries.

3.2 The identification of the settlements was also supported by work undertaken across the Heads of the Valleys area on the role and functions of settlements (See Holistic Action Regeneration Plans SD35-38 of the current LDP). Working on the approach of areas and hubs the following areas and settlements were identified.

Settlements
Ebbw Fawr Valley
Ebbw Vale
Cwm
Sirhowy Valley
Tredegar
Trefil
Pochin
Bedwellty Pits
Upper Ebbw Fach Valley
Brynmaur /Nantyglo / Blaina
Lower Ebbw Fach Valley
Abertillery (including Cwmtillery, Six Bells)
Aberbeeg / Brynithel /Llanhilleth
Swfrydd

3.3 In order to effectively assess the role and function of each individual settlement an audit of existing services and facilities was undertaken within each settlement early in 2019. This audit was based on the 3 principles set out below.

- Principle 1 – The level of sustainable transport and accessibility in and around settlements
- Principle 2 – The availability of local facilities and services in and around settlements
- Principle 3 – The level of employment opportunities in and around settlements

3.4 The assessment involved a combination of desk top survey work and site visits conducted by Planning Policy officers. The desk top study, using existing data such as the location of village halls, doctor's surgeries, post offices, playing fields, bus stops and

employment opportunities, was used to establish a baseline of facilities and services that are known to be present within the settlements.

3.5 Each settlement was then assessed against a scoring system and ranked according to its overall score. The ranking provides an initial quantitative sustainability assessment which is limited to the measurable factors identified. This enables the identification of broad groupings of settlements with similar roles and functions.

Scoring System

3.6 The scoring system is based upon the three principles set out above.

Principle 1: Sustainable Transport and Accessibility

3.7 Principle 1 focuses on sustainable transport and accessibility on the basis that its provision reduces the need to travel by car and enables access to a wider range of amenities by sustainable transport modes. In order to measure Principle 1, the following factors will be assessed:

- The presence of Active Travel Routes within the settlement
- Walking or cycling distance to a higher order settlement via an Active Travel Route.
- The frequency of public transport services within/ in proximity to a settlement.
- Distance to a rail station.
- A settlement's proximity to the strategic highway network (as identified by the current LDP). There must be a clear link to the network from the settlement.

Table 1: Scoring System for Sustainable Transport and Accessibility

Active Travel Routes	
Presence of Active Travel Route within the settlement	
Several Routes	10 points
One Route	5 points
No Routes	0 points
Walking and cycling distance to a higher order settlement via active travel route	
1.5 miles at easy walking pace	1 point
Cycling distance to a higher order settlement via active travel route	
2.5 miles	1 point
Bus Services	
Turn up and go provision, frequency of approximately every 10 minutes	10 points
Medium frequency of service between 11 -30 minutes.	5 points
Low frequency of service between 31-60 minutes.	3 points
Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).	2 points
Infrequent daily service	1 point
No service	0 points
Rail Services	
Train Station in Settlement	10 points
Less than 3 miles	5 points
Between 3 and 5 miles	1 points
Greater than 5 miles	0 points
Proximity to a strategic highway network	

Less than 3 miles	5 points
Between 3 and 5 miles	1 points
Greater than 5 miles	0 points

3.8 It is important that a settlement has good accessibility to services and facilities helping communities to meet many of their everyday needs. Good access to sustainable travel modes provides choice to the user and can reduce reliance on private cars for travel. Access to active travel routes and public transport also tackles an element of social exclusion enabling individuals who cannot drive or afford a car access to essential services and facilities. The presence of an active travel route within a settlement or between settlements helps to identify scope for meaningful walking and cycle journeys. Settlements that score well in this category have great potential to promote more active lifestyles.

3.9 Bus services represent the primary mode of public transport within Blaenau Gwent. The scoring system recognises five categories of bus services.

3.10 The scoring system also recognises distances to rail services and the strategic highway network. There are currently three railway stations located at Ebbw Vale Town, Ebbw Vale Parkway and Llanhilleth and access to these, preferably by sustainable transport means, is important in accessing the wider region. The appraisal has also taken account of access to proposed railway stations and railway stations outside of the administrative boundary if these are closer to a settlement, for example the proposed railway station at Abertillery and the railway station at Rhymney.

3.11 Another consideration under this principle is the proximity to a strategic highway network as this reflects the inter-connectedness of each settlement by road. A strategic highway for the purposes of this appraisal are those identified in appendix 9 of the current LDP as either being a trunk road, strategic highway network or principal routes. This helps in the assessment of the links between residential areas, employment centres and other areas both within and outside the immediate boundary of the County Borough.

Principle 2: Availability of Facilities and Services

3.12 Principle 2 considers the ability of a settlement to provide for the daily needs of residents by assessing the availability of services and facilities by quantity and variety, including digital connectivity. Digital connectivity is becoming increasingly important to consider both in the context of wider settlement connectivity and the fact that there is a growing tendency for people to work from home.

3.13 The availability of facilities and services reflects the need for residents of a settlement to travel to access facilities/services and gives an indication as to whether the current provision of facilities/services can support its current and future population. In order to assess Principle 2, each settlement will be analysed in terms of its size and the range of services and facilities on offer. These will include those given in the table below:

Table 2: Scoring System for Availability of Facilities and Services

Service / Facility	
Town Centre	20 points
Local Centre	10 points
Neighbourhood Centre	5 points
(as identified in current LDP)	
Regular Needs	Hosts more than 3 service/ facility – 3 points Hosts 2-3 service/facility – 2 points Hosts 1service/facility 1 point
Convenience Store	
Other non-food Shop	
Post Office	
Bank	
Petrol Filling Station	
Community Facilities	
Public Hall (including village hall and church hall)	
Library	
Place of Worship	
Publicly Accessible Open Space	
Sports Ground (pitch available)	
Childs Play Area	
Youth Club (including scout & guide groups)	
Medical Facilities	
Hospital	
GP Surgery	
Pharmacy	
Dentist	
Education Facilities	
Nursery School/Playgroup/Toddler Group	
Primary School	
Secondary School/ Further Education College	
Cafes, Bars, Pubs, Restaurants & Takeaways	
Public House	
Tea/coffee Shop/café/restaurant/takeaway	
Broadband Connectivity	
High Connectivity more than 30Mb/s	5
Medium Connectivity between 24-30Mb/s	2
Low Connectivity less than 24Mb/s	1

3.14 The existence of these services within or in close proximity to settlements can significantly reduce commuting distances associated with a range of important daily activities, thereby reducing the need and likelihood of travelling by private car. Furthermore, sustainable settlements or clusters of settlements should offer a reasonable range of key services and facilities, albeit there is no certainty that these local services and facilities are taken up by local residents.

Principle 3: Employment Opportunities

3.15 Principle 3 relates to the location of employment opportunities in or around a settlement. This will give an indication of the economic sustainability of an area, including the ability/potential to reduce the need to travel further to work. In order to assess Principle 3, as well as taking account of protected and identified employment sites as listed in policies EMP1 and EMP2 of the adopted LDP, consideration will be given to the presence

of an employment use/opportunity within the current settlement boundary, or in close proximity to a settlement.

Table 3: Scoring System for Employment Opportunities

Employment Opportunity	
Protected Employment Site within settlement	20 points
Identified Business / Industrial Sites or Mixed-Use Sites within settlement	20 points
Other Employment Opportunity (B1/B2 use) within settlement	10 points
Proximity to Protected / Identified Employment Site if not within the settlement	
Less than 3 miles	10 points
Between 3 and 5 miles	5 points
Greater than 5 miles	0 points

3.16 Local employment opportunities provide a positive indicator of vibrant sustainable communities. Whilst it is recognised that there is no certainty that local residents will be employed in these, it is nevertheless important that these opportunities exist to promote sustainable travel patterns.

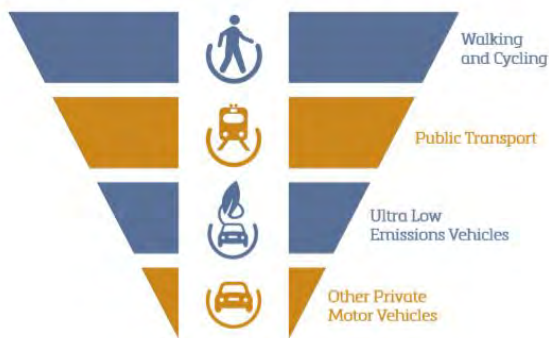
3.17 Whilst the above considers the current provision of services and facilities and employment opportunities within and around settlements, it is also important to recognise that enabling an appropriate level of growth in a settlement can generate wealth, support existing and facilitate the provision of new facilities/services and therefore help to sustain communities, as recognised in national planning policy.

Weighting

3.18 The scoring matrix's set out above reflect the role key services and facilities play in meeting the resident population's daily needs and the need to reduce travel distances to access services and facilities. Based on this each principle is weighted to reflect their importance to the sustainability of settlements. PPW10 (para 4.1.8) confirms the Welsh Government's commitment to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development as shown in the diagram below.

Diagram 2: The Sustainable Transport Hierarchy for Planning

Figure 8: The Sustainable Transport Hierarchy for Planning



Source: *Planning Policy Wales Edition 10 (Dec 2018)*

3.19 To reflect this commitment to sustainable transport and accessibility the criteria for Principle 1 – Sustainable Transport and Accessibility represents 40% of the overall score with the remaining criteria under Principle 2 and 3 having an overall score of 30% each. Thus the maximum score that can be achieved for a settlement against the 3 principles is 100%.

Population Size

3.20 The Consultation Draft Development Plan Manual recommends (diagram 1) that the size of a settlement be taken into account in the settlement assessment. In order to do this the size of the settlement will be considered in apportioning the growth within each tier.

4.0 CONTEXTUAL INFORMATION

4.1 As part of the final report in order to establish a detailed profile of the characteristics of Blaenau Gwent's settlements and allow for further comparisons to be made between them contextual information will also be included for each settlement. The table below identifies the information that will be collected for each settlement and provides a brief explanation of the reasons for collecting this information.

Table 5: Contextual Information

Title	Reason
Population	
Settlement area (ha)	Used to give an indication of the physical size of the settlement.
Population size	Used to give an indication of how many people live in each settlement and therefore how many people the settlement has to support.
Age Structure	Used to give an indication of the different age ranges in each settlement and if there is a concentration of one age group. This may help to indicate the types of services which are needed.
Welsh Language	Used to give an indication of the proportion of the population able to speak Welsh
Employment	
Economically active (%)	Used to show what proportion of the local community are eligible to work and also what proportion are dependent.
Employed (%)	Used to show what proportion of the local population have a job.
Number and type of local jobs	Used to show the level and diversity of local employment available.
Self-Containment	Used to show the number of people who live and work in the same settlement, increasing the potential for sustainable travel.
Travel to work flows	Used to help give an indication of how many local people travel out of their home settlement to go to work. This will help to show which settlements are considered to be more dormitory in nature.
Housing	
Households	Used to help give an indication of the size and type of households in each settlement
Average house prices (£)	Used to help give an indication of the affordability of each settlement.
House price to income ratio	Used to help give an indication of the affordability of each settlement.
Affordable Housing Need	Used to help give an indication of the need for affordable housing in each settlement.

4.2 In order to collect this data in a consistent way it is important to define the settlements in terms of their statistical geographies. For the smaller settlements where a low level geography is needed, output area data (OA) from the 2011 Census and Nomis has been used where this is available; OAs have a minimum size of 100 residents and 50 households. For the main towns, Lower Super Output Areas (LSOA) have been aggregated to create functional settlement areas. LSOAs have a minimum size of 1000 residents and 500 households. The OA and LSOA settlement groupings are included at appendix 2.

4.3 A profile for each settlement is included at appendix 3. Each of the profiles includes the contextual information identified in table 4 above together with the full results from the survey of services and facilities.

Summary of Findings

Population

4.4 Ebbw Vale is the largest settlement both in terms of area and population with a total of 30% of all of Blaenau Gwent's population (See Table 6 below). The settlements of Trefil, Bedwellty Pits and Pochin are too small to obtain any meaningful information for and have therefore been subsumed within the Tredegar Settlement. Tredegar, Brynmawr /Nantyglo / Blaina are of a similar size with Abertillery (incl. Cwmtillery and Six Bells) next.

Table 6: Population Distribution

Settlement	Area (Ha)	Population Number	Population % age
Ebbw Vale	929	20,641	30
Cwm	51	2,671	4
Tredegar (incl Trefil, Bedwellty Pits, Pochin)	547	15,228	22
Brynmawr / Nantyglo / Blaina	447	14,955	21
Abertillery (incl Cwmtillery and Six Bells)	277	11,208	16
Aberbeeg / Brynithel / Llanhilleth	111	3,369	5
Swfrydd	25	1,537	2

Source: Nomis 2017 Population Estimates

4.5 In terms of the population structure (See Table 7 below) Swfrydd has the lowest average age with Ebbw Vale the next lowest and Aberbeeg / Brynithel / Llanhilleth having the highest average age. In terms of the share of the population under 19 Swfrydd has the highest then Brynmawr / Nantyglo / Blaina with Cwm having the lowest. In terms of what can be considered the working age population it is Abertillery (including Cwmtillery and Six Bells) which has the highest percentage followed by Cwm with Ebbw Vale having the lowest. Tredegar has the highest percentage of older people with Cwm and Aberbeeg / Brynithel / Llanhilleth close behind. In terms of disparities (differential) between the settlements the largest disparity is in terms of the population under 19.

Table 7: Age Structure

Settlement	Average Age	Population under 19 % age	Population 20-64 % age	Population 65 and over % age
Ebbw Vale	40.3	22.3	57.8	19.8
Cwm	42.3	19.7	59.5	20.7
Tredegar (incl Trefil, Bedwellty Pits, Pochin)	42.2	21	58.1	20.9
Brynmawr / Nantyglo / Blaina	41.6	23.2	58.0	19.8
Abertillery (incl Cwmtillery and Six Bells)	42	21.1	59.8	19.1
Aberbeeg / Brynithel / Llanhilleth	43.9	21.6	58.2	20.2
Swfrydd	39.5	24.9	57.9	17.2
Differential	4.4	5.2	2.0	3.2

Source: Nomis 2017 population estimates

4.6 When looking at the percentage of the population that can speak Welsh (See Table 8 below) the average for Blaenau Gwent is 7.8% which is quite low compared to the Wales

average of 19%. As for settlements Brynmawr, Nantyglo and Blaina has the highest percentage of Welsh speakers and this is probably a reflection of the presence of a Welsh Primary school within the settlement. A 3.4 disparity between the highest percentage and lowest percentage is quite significant given the level of figures that we are looking at.

Table 8: Welsh Language

Settlement	Able to speak Welsh % age
Ebbw Vale	7.7
Cwm	7.65
Tredeggar (incl Trefil, Bedwellty Pits, Pochin)	8.29
Brynmawr / Nantyglo / Blaina	8.3
Abertillery (incl Cwmtillery and Six Bells)	7.2
Aberbeeg / Brynithel / Llanhilleth	7.7
Swfrydd	5.9
Differential	3.4

Source: 2011 Census

Employment

4.7 The percentage of the working age population who are economically active (See Table 9 below) is fairly consistent, with Ebbw Vale and Abertillery (incl.Cwmtillery and Six Bells) having the highest and Brynmawr / Nantyglo / Blaina not far behind. It is Aberbeeg / Brynithel / Llanhilleth that is the lowest being 3 percentage points behind the best performing settlements. In terms of the percentage of economically active in employment Cwm performs the best with Ebbw Vale second and Swfrydd the lowest, 4 percentage points behind the highest.

Table 9: Economic Activity

Settlement	Economically Active % age	Economically Active in Employment Number	Economically Active in Employment % age
Ebbw Vale	62	8,463	86
Cwm	60	1,062	88
Tredeggar (incl Trefil, Bedwellty Pits, Pochin)	60	5,721	85
Brynmawr / Nantyglo / Blaina	61	6,902	85
Abertillery (incl Cwmtillery and Six Bells)	62	3,657	85
Aberbeeg / Brynithel / Llanhilleth	59	1,240	85
Swfrydd	60	557	84
Differential	3		4

Source: 2011 Census

4.8 The share of the higher class occupations (See Table 10 below) is an indication of the level of skills of the population and is also usually linked with higher earnings. Ebbw Vale and Brynmawr / Nantyglo / Blaina have the largest share of the higher class occupations with Tredeggar and Abertillery (incl. Cwmtillery and Six Bells) not far behind. Whilst Swfrydd is over 10% lower than the highest at only 16.9%.

Table 10: Share of Higher Occupations

Settlement	Managers, directors and senior officials, professional occupations and associate professional occupations % age
Ebbw Vale	27.4
Cwm	21.6
Tredegar (incl Trefil, Bedwellty Pits, Pochin)	26.8
Brynmaur / Nantyglo / Blaina	27.3
Abertillery (incl Cwmillery and Six Bells)	24.9
Aberbeeg / Brynithel / Llanhilleth	20.2
Swfrydd	16.9
Differential	10.5

Source: 2011 Census

4.9 The level of self-containment (See Table 11 below) is a good indication of a settlement's sustainability. With a figure of 34% of people working in the settlement Ebbw Vale is by far the most sustainable settlement within the Borough. Nearly 10% behind is Tredegar and Abertillery (incl. Cwmillery and Six Bells). The worst performing settlements are Swfrydd (4%), Aberbeeg / Brynithel / Llanhilleth (5%) and Cwm (5%) as they are smaller and have a more limited range of work opportunities.

Table 11: Self-Containment

Settlement	Self-Containment % age
Ebbw Vale	34
Cwm	5
Tredegar (incl Trefil, Bedwellty Pits, Pochin)	25
Brynmaur / Nantyglo / Blaina	19
Abertillery (incl Cwmillery and Six Bells)	24
Aberbeeg / Brynithel / Llanhilleth	5
Swfrydd	4
Differential	30

Source: 2011 Census

Housing

4.10 Unsurprisingly Ebbw Vale being the largest settlement has the most dwellings. However, in terms of ownership (See Table 12 below) it is Cwm that has the highest level of private ownership, then Abertillery (incl. Cwmillery and Six Bells). This could in part be due to the lack of social rented properties in the areas. There was some confusion in the 2011 census in terms of whether properties were social rented or private rented due to a recent move of formally council owned properties to Tai Calon. It is therefore difficult to draw many conclusions from this data which is why a total rented figure is provided.

Table 12: Ownership

Settlement	Dwellings Number	Owned % age	Social Rented % age	Private Rented % age	Total Rented % age
Ebbw Vale	8,140	61.0	26.9	11.0	37.9
Cwm	1,850	71.2	11.9	15.5	27.4
Tredegar (incl Trefil, Bedwellty Pits, Pochin)	6,731	60.7	27.2	10.8	38.0
Brynmawr / Nantyglo, /Blaina	6,416	59.8	27.0	13.0	40.0
Abertillery (incl Cwmtillery and Six Bells)	5,105	65.9	16.4	16.5	32.9
Aberbeeg / Brynithel / Llanhilleth and Swfrydd	2,174	58.3	24.2	15.8	40.0
Differential		12.9	15.3	5.7	12.6

Source: Census 2011

4.11 Though there is great variance across the settlements in terms of the types of houses the most common type in all cases is terrace properties. In terms of detached properties it is Ebbw Vale, Tredegar and Brynmawr / Nantyglo / Blaina that have the highest percentages. All other settlements are significantly lower and this is probably a reflection on the lack of new building in the settlements. In terms of flats the outlier is Swfrydd with a far higher percentage of flats than any other settlement.

Settlement	Detached	Semi	Terrace	Flat	Shared	Flat in a commercial Building	Caravan
Ebbw Vale	13.0	29.8	46.6	8.6	1.0	0.9	0.1
Cwm	5.0	11.0	76.7	5.1	1.1	1.0	0.0
Tredegar (incl Trefil, Bedwellty Pits, Pochin)	12.7	33.3	44.9	6.7	0.6	1.7	0.1
Brynmawr / Nantyglo / Blaina	11.9	28.9	47.7	9.2	0.8	1.3	0.2
Abertillery (incl Cwmtillery and Six Bells)	7.4	20.2	61.3	8.8	1.2	1.1	0.0
Aberbeeg / Brynithel / Llanhilleth	6.5	10.7	75.1	5.3	1.6	0.8	0.0
Swfrydd	4.3	34.6	33.9	25.5	1.4	0.3	0.0
Differential	8.7	23.6	27.4	20.4	1.0	1.0	0.2

4.12 The most expensive average house price is in Tredegar this is likely to be as a result of a recently completed large private development of executive style homes in the settlement. Close behind this are Brynmawr, Nantyglo and Blaina and Ebbw Vale. Abertillery has the lowest average price which is £38,345 below that of Tredegar. Swfrydd appear at odds with the rest of the south of the Borough and has a quite a high average house price. The most affordable settlement is Abertillery (incl, Cwmtillery and Six Bells) and the least affordable is Swfrydd which is due to the low wages compared to the price of the houses. The greatest affordable housing need is unsurprisingly in the larger settlements of Ebbw Vale, Brynmawr / Nantyglo/ Blaina, and Tredegar. Given its size Cwm appears to have a large need for affordable housing (See table 13 below).

Table 13: Affordability and Affordable Need

Settlement	Average House Price	House price to Income Ratio	Affordable Housing Need	
Ebbw Vale	£94,068	3:1	301	43
Cwm	£75,750	3:1	127	4
Tredegar (incl Trefil, Bedwellty Pits, Pochin)	£101,998	3.9	85	23
Brynmawr, Nantyglo, Blaina	£96,498	3.7	151	14
Abertillery (incl Cwmtillery and Six Bells)	£63,653	2.5	0	11
Aberbeeg / Brynithel / Llanhilleth	£65,749	2.9	43	5
Swfrydd	£87,500	4.2	(included above)	
Differential	£38,345	1.7		

Average House Price Source: Nomis 2018 Income Source: CACI Affordable Housing Source: :LHMA 2019

5.0 SUSTAINABLE SETTLEMENTS ASSESSMENT FINDINGS

Initial Ranking of Settlements based on the 3 Principles

5.1 The Pre-Consultation Draft Development Plans Manual (2018) recommends that LPAs should consider the most practicable way of presenting the results of the settlement assessments, such as a scoring system, or RAG (Red, Amber, and Green) analysis with this assessment forming the basis for the settlement hierarchy, identifying which settlements are most sustainable and have capacity to deliver growth.

5.2 For this appraisal a scoring system has been used to undertake the initial assessment of the settlements, these scores have then been weighted to reflect the importance of transport services and accessibility to the sustainability of settlements. The scores achieved by each settlement against the three principles are given below, with the final column showing the weighted percentage achieved by that settlement. The settlements are ranked by this weighted score in each of the tables with those settlements scoring the highest at the top. The maximum percentage achievable for principle 1 is 40% and principles 2 and 3 both 30% each.

Principle 1 - Sustainable Transport and Accessibility

5.3 It is clear from table 6 that there is a wide disparity between the settlements across the County Borough in terms of their accessibility. The top scoring settlement is Ebbw Vale being a multi-modal transport hub that benefits from active travel routes, existing railway stations and medium frequency bus services. It is also well placed geographically to take advantage of the strategic road network in the County Borough.

5.4 Close behind is Abertillery (including Cwmtillery and Six Bells) and Aberbeeg / Brynithel / Llanhilleth, which either has a rail station or a proposed station means they perform well. It is also worth noting that as part of the Metro proposals there are plans to increase rail services on the Ebbw Vale line to every 15 mins.

5.5 Just behind are Brynmawr and Tredegar which both score over 26% but do not have frequent services or a rail station in the settlement.

5.6 Cwm, Pochin, and Swfrydd perform moderately well scoring over 13%. The final group score poorly against this principle indicating their low levels of sustainable accessibility.

Table 6: Principle 1 - Sustainable Transport and Accessibility

Settlement	Active Travel	Score	Bus Services	Score	Rail Services	Score	Proximity to Strategic Highway Network	Score	Total Score	Weighted Score % (Maximum achievable 40%)
Ebbw Vale	Several Routes	10	Medium frequency	5	Rail station in settlement	10	Less than 3 miles	5	30	34.3%
Abertillery (including Cwmtillery, Six Bells),	Several Routes	10	Low frequency	3	Proposed Rail station in settlement	10	Less than 3 miles	5	28	32.%
Aberbeeg / Brynithel / Llanhilleth	Several Routes	10	Low frequency	3	Rail station in settlement	10	Less than 3 miles	5	28	32.%
Tredegar	Several Routes	10	Low frequency	3	Less than 3 miles	5	Less than 3 miles	5	23	26.3%
Brynmawr / Nantyglo /Blaina	Several Routes	10	Low frequency	3	Less than 3 miles	5	Less than 3 miles	5	23	26.3%
Cwm	One Route Cycling distance to higher order settlement	6	Medium frequency	5	Less than 3 miles	5	Less than 3 miles	5	21	24%
Swfrydd	One Route	5	Low frequency	3	Less than 3 miles	5	Less than 3 miles	5	18	20.6%
Pochin	One Route	5	Low frequency	3	Greater than 5 miles	0	Less than 3 miles	5	13	14.8%
Bedwellty Pits	None	0	Low Frequency	3	Between 3-5 miles	1	Less than 3 miles	5	9	10.3%
Trefil	None	0	No Service	0	Greater than 5 miles	0	Less than 3 miles	5	5	5.7%

Principle 2 – Availability of Facilities and Services

5.7 The extent and range of retail, community and service facilities in a settlement is a good indication of its socio-economic sustainability. All facilities and services are important to differing degrees, with significant clusters of such services having a strong bearing on the position of settlements within the hierarchy. The availability of Town, Local and Neighbourhood Centres within settlements are therefore scored most highly, with other facilities and services only being scored if they are within a settlement but outside one of these designations. For the purposes of this assessment the services and facilities have been scored equally in view of the difficulty in developing an objective measure, when the relative importance of facilities will depend on the particular combination of circumstances in each settlement i.e. the presence of a convenience store in a settlement will score the same as the presence of a public hall.

5.8 It is clear from table 7, that as expected, the settlements of Ebbw Vale, Tredegar, Brynmawr / Nantyglo / Blaina and Abertillery (including Cwmtillery and Six Bells) with their town, local and neighbourhood centres score most highly against this principle. This reflects the level and diversity of facilities available which are required to serve the most populated areas of the County and reaffirms their role as service hubs.

5.9 Outside of these main towns all other settlements score poorly due to their lack of services.

Table 7: Principle 2 -Availability of Facilities and Services

Settlement	Presence of Retail Centre within settlement	Score	Regular Needs	Score	Community Facilities	Score	Medical Facilities	Score	Educational facilities	Score	Cafes, Bars, Pubs, Restaurants & Takeaways	Score	Broadband Connection	Score	Weighted Score % (Maximum achievable 30%)
Brynmawr/ Nantyglo/ Blaina	Town & Local Centre	30	Yes	11	Yes	16	Yes	6	Yes	7	Yes	6	Med	2	78 22.7%
Ebbw Vale	Town & Neighbourhood Centre	25	Yes	11	Yes	17	Yes	8	Yes	7	Yes	6	Med	2	76 22.1%
Tredegar	Town & Neighbourhood Centre	25	Yes	10	Yes	15	Yes	6	Yes	7	Yes	6	High	5	74 21.6%
Abertillery (including Cwmtillery, Six Bells)	Town & Neighbourhood Centre	25	Yes	8	Yes	14	Yes	6	Yes	5	Yes	6	Med	2	66 19.2%
Aberbeeg/ Brynithel/ Llanhilleth	Town & Neighbourhood Centre	5	Yes	3	Yes	11	Yes	2	Yes	2	Yes	6	Med	2	31 9%
Cwm	Neighbourhood Centre	5	Yes	1	Yes	10	Yes	2	Yes	2	Yes	6	High	5	31 9%
Swfrydd	Neighbourhood Centre	5	Yes	1	Yes	3	Yes	1	Yes	2	None	0	Med	2	14 4.1%
Trefil	None	0	None	0	Yes	4	None	0	None	0	Yes	2	Low	1	7 2%
Bedwellty Pits	None	0	None	0	Yes	1	Yes	0	Yes	0	None	0	Low	1	2 0.58%
Pochin	None	0	None	0	None	0	None	0	None	0	None	0	Low	1	1 0.3%

Principle 3 – Employment Opportunities

5.10 Local employment opportunities provide a positive indicator of a settlement's vibrancy and sustainability, especially if there is a significant range of opportunities available. Whilst there is no guarantee that these opportunities will be taken up by local residents it is important to understand the possible employment opportunities available in each settlement to gauge capacity for sustainable growth. Their availability can reduce the need for residents to travel and provide the opportunity to work closer to home.

5.11 The 2017 Business Register and Employment Survey conducted by the Office for National Statistics is the official source of employee estimates by detailed geography and broad industry and whilst these figures have been included within the settlement profiles they have not been used as part of the scoring system. The reason for this is that the data does not go down to a low enough geography for the County Borough's smaller settlements. The lowest geography for which data is available is LSOA level and at this level an LSOA could include a number of settlements. Instead the scoring system has used the availability of protected and identified employment sites within settlements as well as known sources of employment for the smaller settlements. In addition the proximity to such employment opportunities has been taken into account when scoring a settlement.

5.12 The settlements that score well against this principle are Ebbw Vale, Tredegar, Brynmawr / Nantyglo / Blaina all providing a range of employment opportunities. However, when looking at levels of self-containment it is clear that Ebbw Vale at 34% is far higher than Tredegar (25%), Brynmawr / Nantyglo / Blaina (24%) or Abertillery (including Cwmtillery and Six Bells) (24%). Cwm (5%) Aberbeeg / Brynithel / LLanhilleth (5%) and Swfrydd (4%) perform less well. The level of self-containment is a useful indicator of the number of people who live and work within the same settlement this provides significant potential for sustainable travel. Opportunities to maximise the employment self-containment of these settlements could be harnessed by focussing housing and employment growth towards these settlements.

5.13 The remainder have limited local employment opportunities but have access to employment opportunities in the larger settlements within the County Borough as well as neighbouring Local Authority areas via their proximity to the public transport network and road infrastructure.

Table 8: Principle 3 - Employment Opportunities

Settlement	Protected Employment Site within settlement	Score	Identified Business/Industrial Sites or Mixed-Use sites within settlement	Score	Other Employment Opportunity (B1/B2 use) within settlement	Score	Proximity to Protected/Identified Employment Site if not within settlement	Score	Total Score	Weighted Score % (Maximum achievable 30%)
Ebbw Vale	Yes	20	Yes	20	Yes	10	-	0	50	30%
Tredegar	Yes	20	Yes	20	Yes	10	-	0	50	30%
Brynmawr / Nantyglo / Blaina	Yes	20	Yes	20	Yes	0	-	0	50	30%
Abertillery (including Cwmtillery, Six Bells)	Yes	20	Yes	20	No	0	-	0	40	24%
Cwm	Yes	20	Yes	20	No	0	-	0	40	24%
Aberbeeg / Brynithel / Llanhilleth	Yes	20	No	0	No	0	-	0	20	12%
Trefil	No	0	No	0	No	0	Less than 3 miles	10	10	6%
Pochin	No	0	No	0	No	0	Less than 3 miles	10	10	6%
Bedwellty Pits	No	0	No	0	No	0	Less than 3 miles	10	10	6%
Swfrydd	No	0	No	0	No	0	Less than 3 miles	10	10	6%

6.0 SETTLEMENT HIERARCHY

Ranking of Settlement

6.1 The settlements have been divided into 3 categories depending on their weighted score against each of the 3 principles. The categories have been colour coded, with the first category green as they achieve the highest scores, the second category as amber and category 3 with the lowest scores red. The tiers have been arrived at by dividing each category equally into three.

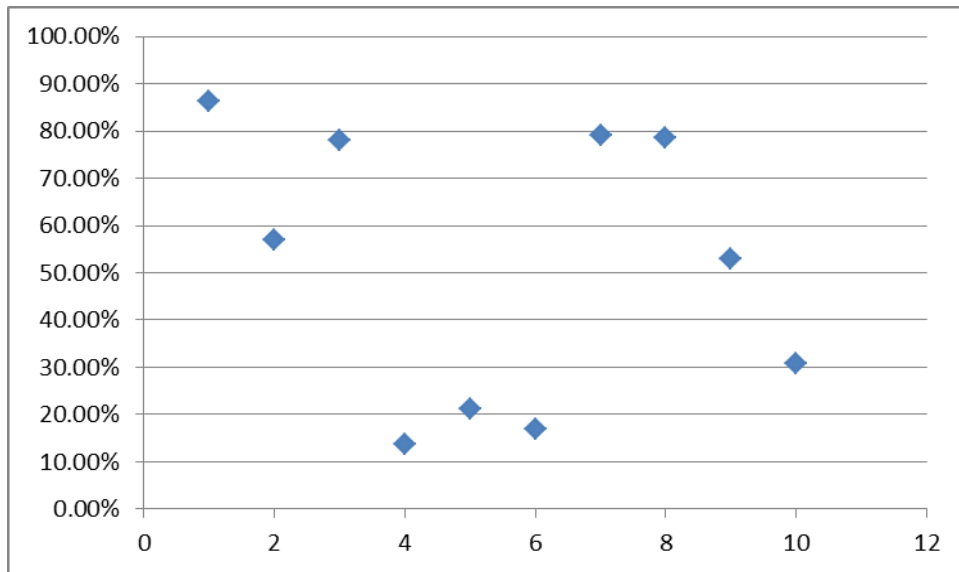
Table 9: Initial Hierarchy of Settlements based on their weighted scores against the 3 Principles

Settlement	Principle 1: Transport Services & Accessibility	Principle 2: Community Services & Facilities	Principle 3: Employment Opportunity	Total Score %
	Score % RAG Scoring	Score % RAG Scoring	Score % RAG Scoring	
Ebbw Vale	34.3%	22.1%	30%	86.4%
Brynmawr /Nantyglo /Blaina)	26.3%	22.7%	30%	79%
Abertillery (including Cwmtilerry, Six Bells),	32%	21.5%	24%	78.5%
Tredegar	26.3%	21.6%	30%	77.9%
Cwm	24%	9%	24%	57%
Aberbeeg / Brynithel / Llanhilleth	32%	9%	12%	53%
Swfrydd	20.6%	4.1%	6%	30.7%
Pochin	14.8%	0.3%	6%	21.1%
Bedwellty Pits	10.3%	0.58%	6%	16.8%
Trefil	5.7%	2%	6%	13.7%

Settlement Hierarchy

6.2 Using this combination of scoring and colour coding the table above provides an initial hierarchy of the settlements included in this assessment. The hierarchy has been developed by using a scatter graph to identify groupings. Given the emphasis in PPW 10 on directing development to the most sustainable settlements a greater emphasis has been placed on the most sustainable settlements when identifying tiers. Tier 1 is based on achieving over 80%. Only Ebbw Vale achieves this. The scatter graph shows a grouping of settlements between 70% and 80% and these are identified as Tier 2 settlements. Tier 3 settlements have been based on a further grouping of settlements between 50 and 60%. There is one outlier at 30% which is identified as Tier 4 and a further grouping at between 10-20% identified as Tier 5.

Diagram 3: Scatter Graph of overall scoring



6.3 The following hierarchy of settlements within the County Borough has been identified:

Tier 1: Primary Settlement

- Ebbw Vale

Tier 2: Main Settlements

- Tredegar
- Brynmawr, Nantyglo and Blaina
- Abertillery (including Cwmtillery and Six Bells)

Tier 3: Secondary Settlements

- Cwm
- Aberbeeg, Brynithel and Llanhileth

Tier 4: Villages

- Swfrydd

Tier 5: Hamlets

- Trefil
- Pochin
- Bedwellty Pits

6.4 This assessment has evidenced a clear hierarchy that can be used to identify which settlements are most sustainable and should accommodate growth.

Principle 1 – Sustainable Transport

Walking and Cycling

The SEWSPG guidance looked at walking and cycling distances to facilities. This was considered to be more appropriate for assessing sites rather than the sustainability of settlements. Given the emphasis on Active Travel it was considered more appropriate to look at the presence of active travel routes within settlements. The methodology also looked at walking and cycling distances to higher order settlements via Active Travel Routes where there were limited services in the settlement.

Bus Services

No changes to the categories were made though the points awarded were revised from 5-0 to 10-0.

Rail Services

The SEWSPG guidance focussed on the frequency of rail services but in Blaenau Gwent there is only one service. Rather than the frequency of train services we looked at whether settlements had train stations and where they didn't what the distance was to the nearest train station. The scoring was again based on 10 to 0 rather than 5-0.

Electric Vehicle Charging

The location of Electric Vehicle charging was considered to be more appropriate for site location assessment rather than an assessment of settlements. This issue was not addressed in the Blaenau Gwent methodology.

Proximity to Town City Centre

Again this did not appear to be relevant for assessing the sustainability of settlements. Town Centres and services are considered to be more appropriately covered under the next principle.

Proximity to and access to strategic highway network

The SEWSPG methodology referred to distances to the M4. It was considered more appropriate to refer to the strategic highway network as identified in the current Local Development Plan. As with the SEWSPG guidance the scoring was reduced compared to other modes of transport but rather than the SEWSPG 3-0 Blaenau Gwent used 5-0.

Principle 2 – Availability of Facilities and Services

Town Centres

The presence of Town Centres has been considered under the availability of facilities and services rather than under accessibility. Points are awarded based on the presence of a town, local and neighbourhood centre.

Regular Needs

The SEWSPG methodology identified daily needs such as shops, post office, butcher and grocers by quantity and variety. The Blaenau Gwent methodology takes this forward

though also looks at banks and petrol filling stations. The scoring uses a 3-0 system rather than 10-0.

Community Facilities

The SEWSPG guidance referred to libraries, halls, leisure centres, sports clubs, children's play area and places of worship and scored them on a 10-0 basis. With the exception of leisure centres all of these facilities have been covered though on a 3-0 basis.

Medical Facilities

The methodology adopted is the same.

Educational Facilities

The SEWSPG methodology did not look at education but the Blaenau Gwent methodology looks at the provision of nurseries/playgroups, primary and secondary schools and further education facilities.

Cafes, Bars, Pubs, Restaurants and Takeaways

Although the SEWSPG methodology did not look at these facilities it was considered important to consider them.

Broadband Connectivity

The same measure is used in both methodologies though the Blaenau Gwent methodology uses a different scoring system (SEWSPG 2-0 Blaenau Gwent 5-1).

Principle 3: Employment Opportunities

The SEWSPG methodology sought to look at the number of employees in retail, industrial, hotel and D1 uses. Whilst the contextual information provides information on this the scoring system looks at the availability of employment sites and proposed employment sites. Where there are no such facilities in the settlements they are scored on the distance to such facilities.

Appendix 2: Lower Super Output Areas Settlement Groupings

Valley Areas	Settlement Area	Area Codes
Ebbw Fawr	Ebbw Vale	W01001440
		W01001441
		W01001442
		W01001470
		W01001471
		W01001438
		W01001439
		W01001456
		W01001457
		W01001458
	Cwm	W01001450
		W01001451
Sirhowy Valley (note that Trefil, Pochin and Bedwelty Pits are too small to provide contextual information)	Tredegar	W01001472
		W01001473
		W01001474
		W01001475
		W01001480
		W01001462
		W01001463
		W01001478
		W01001479
		W01001481
Upper Ebbw Fach	Brynmawr / Nantyglo / Blaina	W01001446
		W01001447
		W01001448
		W01001449
		W01001443
		W01001444
		W01001445
		W01001467
		W01001468
		W01001469
Lower Ebbw Fach	Abertillery (including Cwmtillery and Six Bells)	W01001435
		W01001436
		W01001437
		W01001453
		W01001454
		W01001455
		W01001465
	Aberbeeg / Brynithel / Llanhilleth	W01001466
		W01001476
		W01001477
	Swfrydd	W01001464

Ebbw Fawr Valley – Ebbw Vale and Cwm

The Ebbw Fawr Valley is the central of the three valleys in Blaenau Gwent. There are two main settlements within the Valley; Ebbw Vale and Cwm. The valley sides are generally very broad to the north though become steeper to the south.

Ebbw Vale is the hub of the district and is located at the head of the valley and is thus quite open. Further south the valley narrows and gets steeper 3 miles south of Ebbw Vale is the settlement of Cwm.

Ebbw Vale has good public transport links by rail to Cardiff, and good road links to the west to Merthyr, Cardiff and West Wales and the east to Abergavenny, and the Midlands along the A465 Heads of the Valleys Road. In a north south direction the A4046 links Ebbw Vale to Cwm and further south to Newport and Cardiff.

Ebbw Vale is the retail centre for the area and acts as a health, education, and administrative centre for the Borough. It is also the largest town of the County Borough.

Ebbw Vale has a significant local employment base (Rassau Industrial Estate) with the majority of people working in manufacturing, retail and health. It has the largest percentage of people working in the higher category occupations. There are also proposed employment sites at Rhyd-y-Blew, Bryn Serth and The Works.

Cwm has a small employment base with a local employment site at Marine Street and a proposed employment site at the former Marine Colliery.

Ebbw Fawr - Ebbw Vale

Settlement Area: 929 ha

Population Size¹: 20,641

Age Structure:

Age Category	Mid-Year Population Estimate 2017	Percentage
Age 0 to 4	1,163	5.6
Age 5 to 9	1,139	5.5
Age 10 to 19	2,308	11.2
Age 20 to 44	6,349	30.8
Age 45 to 64	5,586	27
Age 65 and over	4,096	19.8

Source: Nomis 2017 Population Estimates

Average age: 40.3 (Blaenau Gwent 41.6)

Welsh Language (Able to speak Welsh) 7.7% (Blaenau Gwent Average 7.8%)

Source : 2011 Census

¹ 2017 Population Estimates

Employment

Economically Active ²: **62%**

Economically Active in Employment ³ : **8,463** **86%**

Occupation	Number of Employees	Percentage
Managers directors and senior officials	608	6.9
Professional occupations	1,024	11.7
Associate professional and technical occupations	768	8.8
Administrative and secretarial occupations	884	10.1
Skilled trades occupations	1,072	12.3
Caring, leisure and other service occupations	1,128	12.9
Sales and customer service occupations	842	9.6
Process plant and machine operatives	1,120	12.9
Elementary occupations	1,264	14.5

Source: Census 2011

Employment Type	Number	Percentage
A Agriculture, forestry and fishing	14	0.2
B Mining and quarrying	15	0.2
C Manufacturing	1,535	19
D Electricity, gas, steam and air conditioning supply	55	0.7
E Water supply; sewerage, waste management and remediation activities	112	1.4
F Construction	581	7.4

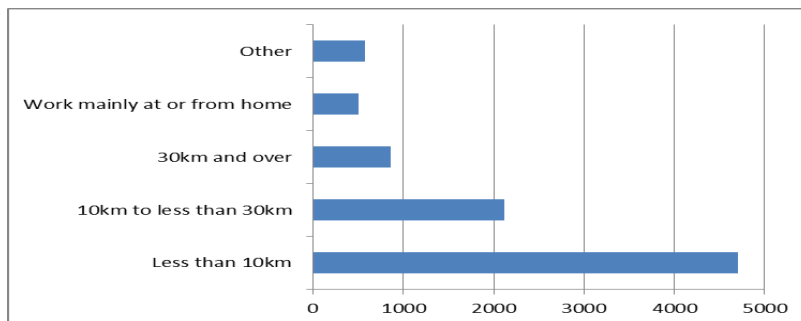
² ONS Annual Population Survey 2011

³ ONS Annual Population Survey 2011

G Wholesale and retail trade; repair of motor vehicles and motor cycles	1,287	16.3
H Transport and storage	258	3.3
I Accommodation and food service activities	362	4.6
J Information and communication	83	1.1
K Financial and insurance activities	127	0.2
L Real estate activities	87	1.1
M Professional, scientific and technical activities	64	0.8
N Administrative and support service activities	134	1.7
O Public administration and defence; compulsory social security	555	7
P Education	651	8.2
Q Human health and social work activities	1,378	17.4
R, S, T, U Other	321	4.1

Source: Census 2011

Travel to Work Flows:



Source: Census 2011

Self-Containment

34% of Ebbw Vale residents who are employed work in Ebbw Vale.

Source: Census 2011

Housing

Households: 8,140

Ownership	Households	Percentage
Owned	5,016	61
Shared ownership (part owned and part rented)	8	0.1
Social rented	2,169	26.9
Private rented	881	11
Living rent free	74	1

Source: Census 2011

Dwelling Type	Number	Percentage
Detached	1,193	13.0
Semi Detached	2,730	29.8
Terrace	4,268	46.6
Flat	787	8.6
Shared House	90	1.0
Flat in a commercial building	88	0.9
Caravan	5	0.1

Source: Census 2011

Average house price: £94,068 House Price to Income Ratio: 3:1 (Median 4.1)

Average House Price Source: Nomis 2018, Income Source: CACI

Affordable Housing Need: 301 LCHO 43

Source: LHMA 2019

		Yes	No		Score	Comments
Settlement:		Ebbw Vale				
Principle 1: Sustainable Transport and Accessibility						
Presence of Active Travel Route within the settlement						
	Several Routes	✓		10	10	Existing Active Travel Route runs through Ebbw Vale
	One Route			5		
	No Route			0		
	Walking distance to a higher order settlement via active travel route					
	1.5 miles			1		
	Cycling distance to a higher order settlement via active travel route					
	2.5 miles			1		
					10	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		
	Medium frequency of service between 10 -30 minutes.	✓		5	5	Ebbw Vale-Hilltop(E2) Ebbw Vale-Garnlydan (E4)
	Low frequency of service between 31-60 minutes.	✓		3		Cardiff-Abergavenny-Hereford via Ebbw Vale (X4*) Brynmaur-Ebbw Vale (E3) Ebbw Vale-Tredegar (E11)
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		
	Infrequent daily service			1		
	No Service			0		
					5	
Rail Services						

		Yes	No		Score	Comments
	Train Station in settlement	✓		10	10	Ebbw Vale Town Ebbw Vale Parkway
	Less than 3 miles			5		
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					10	
Proximity to strategic highway network⁴						
	Less than 3 miles	✓		5	5	A465/A4046
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					30	Weighted Score 85.7% of 40= 34.3%
Principle 2: Availability of Facilities and Services						
Location of Facilities and Services						
	Town Centre ⁵	✓		20	20	Ebbw Vale
	Local Centre ⁶			10		
	Neighbourhood Centre	✓		5	5	(6)Queensway, Garn Lydan; Beaufort Rise; Cambridge Gardens; Tredegar, Road, Hilltop; Church Street, Ebbw Vale; Park Place, Waunlwyd
					25	
Regular Needs						
	Convenience Store	✓		1-3	2	Tesco, Morrisons,
	Other non-food Shop	✓		1-3	2	B & M Bargains, Festival Park
	Post Office	✓		1-3	2	The Rise, Ebbw Vale, Honeyfield Road, Ebbw Vale, Beaufort Street
	Bank	✓		1-3	2	Lloyds Bank, Barclays Bank, Principality Building Society
	Petrol Filling Station	✓		1-3	3	Festival, WM Morrisons, Tesco, Wheelers Garage King Street, Beaufort
					11	
Community Facilities						
	Public Hall (including village hall & church hall)	✓		1-3	3	Newtown Community Centre, Hilltop Log Cabin, Tyllwyn OAP Hall, Mount Pleasant Church (Vestry), Hilltop OAP, All Saints Catholic Church Hall, Ebbw Vale Institute,

⁴Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

⁵ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

⁶ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No		Score	Comments
						Zion Church Vestry (Briery Hill) Bridge Christian Community Centre
	Library	✓		1-3	1	Ebbw Vale
	Place of Worship	✓		1-3	3	Christ Church, St James Methodist Church, West End Congregation Church, All Saints Catholic Church, St Davids Church, Church of the Rise, Festival Church, Zion Baptist Church, Valleys Family Church, Hilltop Presbytrrian Church, Tyllwyn Methodist Church, Mount Pleasant Presbyterian Church, Garnlydayn Presbyterian Church, Zion Methodist Church, Caersalen United Church URC/Baptist
	Publicly Accessible Open Space	✓		1-3	3	Bryn Coch, Beechfield Rd, Common Wealth Rd, Attlee Close, Gorsed Close (Beaufort Ward) Howy Rd, Usk Rd, Glandwr Rd, Summerfield Rd (Rassau Ward) Valley Rd, Fairview Hilltop, Gwaun Helyd Road, Newtown (Ebbw Vale North) Eastville Rd ((Ebbw Vale South)
	Sports Ground (pitch available)	✓		1-3	3	Garnlydan (Beaufort Ward) Beaufort Welfare (Rassau Ward) Pant y Fforest (Badminton Ward) Eugene Cross Park, RTB Hilltop (Ebbw Vale North Ward) EV Sports Centre (Ebbw Vale South Ward)
	Childs Play Area	✓		1-3	3	Beaufort Rise, Primitive Place, Garnlydan (Beaufort Ward) New Rassau, Old Rassau (Rassau Ward) Glyncoed (Badminton Ward) Letchworth Road, Newtown, Hilltop (Ebbw Vale North Ward) Coronation Park, Garden City, Pennant Street, Tyllwyn (Ebbw Vale South)
	Youth Club (including scout & guide groups)	✓		1-3	1	Brynteg Community Education and Youth Centre
					17	
Medical Facilities						
	Hospital	✓		1-3	1	Ysbyty Aneurin Bevan
	GP Surgery	✓		1-3	2	Glanrhyd Surgery, Glyn Ebwy Surgery, Pen-y-Cae Surgery, The Health Centre
	Pharmacy	✓		1-3	3	Boots UK Ltd, Shackleton H & Co, Lloyds Pharmacy, Well, James Street Well, Bridge Street
	Dentist	✓		1-3	2	Bethcar Dental Practice, BUPA Dental Care
					8	
Educational Facilities						

		Yes	No		Score	Comments
	Nursery School/Playgroup/ Toddler Group	✓		1-3	3	Mrs Puddleducks, , Buds to Blossoms Day Nursery, Little Stars Day Nursery, Acorns Nursery Playgroup, Tweenie Tots Playshcool Ltd Playgroup, Twinkle Tots Playgroup
	Primary School (3 plus)	✓		1-3	3	All Saints RC Primary, Beaufort Hill Primary, Glyncoed Primary, Rhos y Fedwen Primary, Willowtown Primary, Ebbw Fawr Learning Community Primary
	Secondary School/Further Education College	✓		1-3	1	Ebbw Fawr Learning Community
					7	
Cafes, Bars, Pubs, Restaurants & Takeaways						
	Public House	✓		1-3	3	The Picture House, Morgans's Wine Bar, Level 14 Lounge Bar, The Bridge, Seven Arches, Castle Inn, Farmers Arms, Greyhound Beaufort, Ebbw Vale Conservative Club
	Tea Shop/café/restaurant	✓		1-3	3	Box Café, Crossing Café, Nigels Crusty Loaf, Festival Garden
					6	
Broadband Connectivity						
	High Connectivity more than 30Mb/s			5		
	Medium Connectivity between 24-30Mb/s	✓		2	2	26Mbps
	Low Connectivity less than 24Mb/s			1		
					2	
Score					76	76 out of 103=73% of 30% = 22.1%
Principle 3: Employment Opportunities						
Location of Employment Facilities						
	Protected Employment Site within settlement	✓		20	20	Rassau Industrial Estate (EMP2.2) Waun-y-Pound Industrial Estate (EMP2.3) Festival Park (EMP2.4) Cwm Draw Industrial Estate (EMP2.13)
					20	
	Identified Business/Industrial Sites or Mixed-Use Sites within	✓		20	20	Rhyd-y-Blew and Bryn Serth(MU1) The Works (MU2) Land at Festival Park (EMP1.1)

		Yes	No		Score	Comments
	settlement					Rassau Industrial Estate (EMP1.4 and 1.5) Land at Waun-y-Pound (EMP1.6)
					20	
	Other Employment Opportunity (B1/B2 use) within settlement	✓		10	10	Hall Street, Ebbw Vale
					10	
Proximity to Protected/Identified Employment Site if not within the settlement						
	Less than 3miles			10		
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
					0	
Score				50	50	50 out of 50 (maximum) = 100% weighted score = 30%
Total Score				188	156	86.4%

*2d to 2x - more than 3 of each service/facility – 3 points

2 to 3 of each service/facility – 2 points

1 of each service/facility – 1 point

Ebbw Fawr Valley – Cwm

Settlement Area: 51 ha

Population Size⁷: 2,671

Age Structure:

Age Category	Mid-Year Population Estimate 2017	Percentage
Age 0 to 4	104	3.8
Age 5 to 9	165	6.2
Age 10 to 19	259	9.7
Age 20 to 44	849	31.8
Age 45 to 64	740	27.7
Age 65 and over	554	20.7

Source: Nomis Population Estimates 2017

Average age: 42.3 (Blaenau Gwent 41.6)

Welsh Language (Able to speak Welsh) 7.65% (Blaenau Gwent Average 7.8%)

Source: Census 2011

⁷ 2011 Census

Employment

Economically Active ⁸: **60%**

Economically Active in Employment ⁹ : **1,062** **88%**

Occupation	Number of Employees	Percentage
Managers directors and senior officials	70	6.4
Professional occupations	84	7.7
Associate professional and technical occupations	81	7.5
Administrative and secretarial occupations	98	9.0
Skilled trades occupations	155	14.3
Caring, leisure and other service occupations	119	11.0
Sales and customer service occupations	112	10.3
Process plant and machine operatives	156	14.4
Elementary occupations	210	19.4

Source: Census 2011

Industry Category	Number	Percentage
A Agriculture, forestry and fishing	7	0.4
B Mining and quarrying	11	0.6
C Manufacturing	377	19.9
D Electricity, gas, steam and air conditioning supply	11	0.6
E Water supply; sewerage, waste management and remediation activities	43	2.3
F Construction	166	8.8
G Wholesale and retail trade; repair of motor vehicles and motor cycles	294	15.5

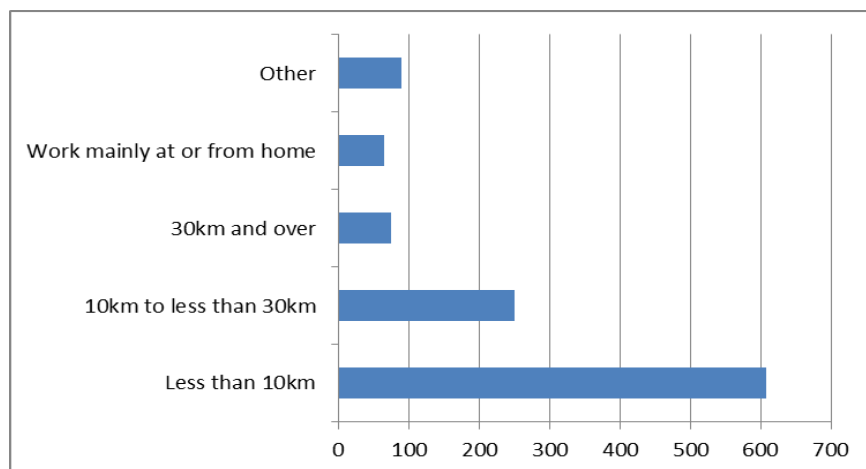
⁸ ONS Annual Population Survey 2011

⁹ ONS Annual Population Survey 2011

H Transport and storage	71	3.7
I Accommodation and food service activities	92	4.8
J Information and communication	19	1.0
K Financial and insurance activities	33	1.7
L Real estate activities	17	0.9
M Professional, scientific and technical activities	40	2.1
N Administrative and support service activities	73	3.8
O Public administration and defence; compulsory social security	132	7.0
P Education	159	8.4
Q Human health and social work activities	288	15.2
R, S, T, U Other	64	3.4

Source: Census 2011

Travel to Work Flows:



Source: Census 2011

Self-Containment

Only 5% of Cwm residents who are employed work in Cwm.

Source: Census 2011

Housing

Households: 1,850

Ownership	Number	Percentage
Owned	1,317	71.2
Shared ownership (part owned and part rented)	2	0.1
Social rented	220	11.9
Private rented	286	15.5
Living rent free	25	1.4

Source: Census 2011

Dwelling Type	Number	Percentage
Detached	67	5.0
Semi Detached	147	11.0
Terrace	1,023	76.7
Flat	68	5.1
Shared House	15	1.1
Flat in a commercial building	13	1.0
Caravan	0	0

Source: Census 2011

Average house price: £75,750 House Price to Income Ratio: 3:1 (Median 3.8)

Average House Price Source: Nomis 2018, Income Source: CACI

Affordable Housing Need: 127 LCHO 4

Source: LHMA 2019

		Yes	No		Score	Comments
Settlement:		Cwm				
Principle 1: Sustainable Transport and Accessibility						
Presence of Active Travel Routes						
	Several Routes			10		There is an existing north south route which runs along the western edge of the settlement
	One Route	✓		5	5	
	No Route			0		
	Walking distance to a higher order settlement via active travel route					
	1.5 miles			1		
	Cycling distance to a higher order settlement via active travel route					
	2.5 miles	✓		1	1	
					6	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		Brynmawr-Abertillery-Ebbw Vale (E3)
	Medium frequency of service between 10 -30 minutes.	✓		5	5	
	Low frequency of service between 31-60 minutes.			3		
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		
	Infrequent daily service			1		
	No Service			0		
					5	
Rail Services						

	Yes	No		Score	Comments
Rail Station in settlement			10		
Less than 3 miles	✓		5	5	Ebbw Vale Parkway
Between 3 miles to 5 miles			1		
Greater than 5 miles			0		
				5	
Proximity to strategic highway network¹⁰					
Less than 3 miles	✓		5	5	A4046
Between 3 miles to 5 miles			1		
Greater than 5 miles			0		
				5	
Score				21 out of 35	Weighted Score 60% of 100 = 24%
Principle 2: Availability of Facilities and Services					
Location of Facilities and Services					
Town Centre ¹¹			20		
Local Centre ¹²			10		
Neighbourhood Centre	✓		5	5	(3) Marine Street, Mill Terrace, Canning Street
				5	
Regular Needs					
Convenience Store			1-3		
Other non-food Shop			1-3		
Post Office	✓		1-3	1	Victoria Buildings
Bank			1-3		
Petrol Filling Station			1-3		
				1	
Community Facilities					
Public Hall (including village hall & church hall)			1-3		
Library	✓		1-3	1	Cwm
Place of Worship	✓		1-3	2	Tallistown Congregation Church, The Salvation Army

¹⁰Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

¹¹ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

¹² As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No		Score	Comments
	Publicly Accessible Open Space	✓		1-3	2	Cendl Terrace, New Cwm Terrace
	Sports Ground (pitch available)	✓		1-3	2	Cwm Welfare, Waunllwyd, Canning St
	Childs Play Area	✓		1-3	2	William Street, Cwm Welfare, Hillside Terrace
	Youth Club (including scout & guide groups)	✓		1-3	1	Cwm Community Education Centre
					10	
Medical Facilities						
	Hospital			1-3		
	GP Surgery	✓		1-3	1	Cwm Health Centre
	Dentist			1-3		
	Pharmacy	✓		1-3	1	Well, Marine Street
					2	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group	✓		1-3	1	Buds'To Blossom @ Cwm Flying Start
	Primary School (3 plus)	✓		1-3	1	Cwm Primary
	Secondary School/Further Education College		✓	1-3		
					2	
Cafes, Bars, Pubs, Restaurants & Takeaways						
	Public House	✓		1-3	3	Cwm Institute, British Legion, Riverside Social Club, Conservative Club
	Tea Shop/café/restaurant & Takeaways	✓		1-3	3	Curry Express, Jo's Fish bar, Kong Garden Takeaway, Kebab House Takeaway
					6	
Broadband connectivity						
	High Connectivity more than 30Mb/s	✓		5	5	37Mbps
	Medium Connectivity between 24-30Mb/s			2		
	Low Connectivity less than 24Mb/s			1		

		Yes	No		Score	Comments
					5	
Score					31 out of 103	=30% of 30% weighting=9.0%
Principle 3: Employment Opportunities						
Location of Employment Facilities						
	Protected Employment Site within settlement	✓		20	20	Marine Street Industrial Estate
					20	
	Identified Business/Industrial Sites or Mixed-Use Sites within settlement	✓		20	20	Marine Colliery Site (EMP1.7)
					20	
	Other Employment Opportunity (B1/B2 use) within settlement			10		
					0	
Proximity to Protected/Identified Employment Site if not within the settlement						
	Less than 3miles			10		
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
					0	
Score					40 out of 50	=80% weighted score of 30% = 24%

Sirhowy Valley – Tredegar, Trefil, Pochin and Bedwellty Pits

The Sirhowy Valley is the western valley of the three valleys in Blaenau Gwent.

Tredegar is located in the north of the Sirhowy Valley and is the main hub for the valley. It is formed by a number of distinct communities; Ashvale, Cefn Golau, Dukestown, Georgetown, Nant-y-Bwlch, Sirhowy, Wandeg and Tynewydd. To the north is the hamlet of Trefil and to the south the hamlets of Pochin and Bedwellty Pits. These are too small to be able to provide meaningful contextual data for and are therefore included in the information for Tredegar.

The A465 Heads of the Valleys Road connects the district to Ebbw Vale, Abergavenny and the Midlands to the east and Merthyr, Cardiff and West Wales to the west. The A4048 runs in a north south direction from the Heads of the Valleys Road through Tredegar to Blackwood and in the south. Tredegar does not have a rail link although Rhymney and Ebbw Vale are within 3 miles.

Large industrial estates are located to the north of Tredegar along the Heads of the Valleys Road (Tafarnaubach and Crown), giving Tredegar an important employment role. There is also a Business Park and small industrial estate (Tredegar Business Park, Bridge Street) in close proximity to the town centre. There are also employment opportunities at Crown and Tredegar Business Parks. Most residents work in manufacturing, health and retail industries.

Sirhowy Valley – Tredegar

Settlement Area: 547 ha

Population Size¹³: 15,228

Age Structure:

Age Category	Mid-Year Population Estimate 2017	Percentage
Age 0 to 4	815	5.4
Age 5 to 9	795	5.2
Age 10 to 19	1,592	10.4
Age 20 to 44	4,608	30.3
Age 45 to 64	4,236	27.8
Age 65 and over	3,182	20.9

Source: Nomis Population Estimate 2017

Average age: 42.2 (Blaenau Gwent 41.6)

Welsh Language (Able to speak Welsh) 8.29% (Blaenau Gwent Average 7.8%)

Source: Census 2011

¹³ Source: Nomis Population Estimate 2017

Employment

Economically Active ¹⁴: **60%**

Economically Active in Employment ¹⁵ : **5,721** **85%**

Occupation	Number of Employees	Percentage
Managers directors and senior officials	415	7.0
Professional occupations	706	12.0
Associate professional and technical occupations	475	7.8
Administrative and secretarial occupations	552	9.4
Skilled trades occupations	798	13.6
Caring, leisure and other service occupations	754	12.8
Sales and customer service occupations	516	8.8
Process plant and machine operatives	782	13.3
Elementary occupations	896	15.3

Source: Census 2011

Employment Category	Number	Percentage
A Agriculture, forestry and fishing	17	0.3
B Mining and quarrying	22	0.4
C Manufacturing	1,231	20.9
D Electricity, gas, steam and air conditioning supply	28	0.5
E Water supply; sewerage, waste management and remediation activities	63	1.1
F Construction	469	8.0

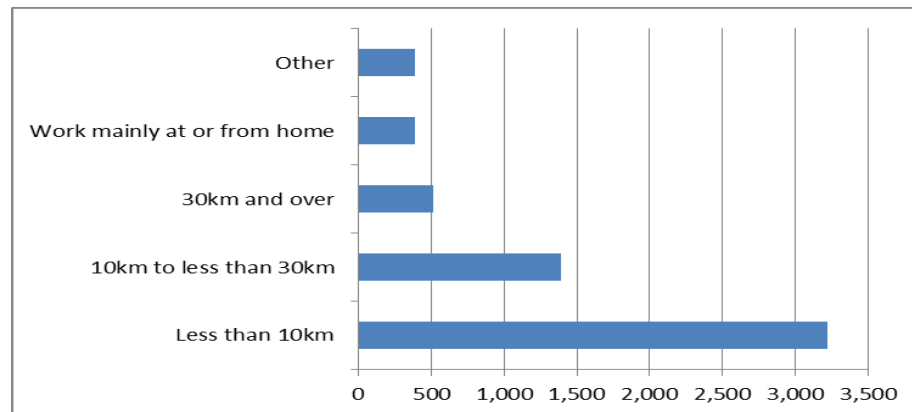
¹⁴ ONS Annual Population Survey

¹⁵ ONS Annual Population Survey

G Wholesale and retail trade; repair of motor vehicles and motor cycles	896	15.2
H Transport and storage	249	4.2
I Accommodation and food service activities	258	4.4
J Information and communication	59	1.0
K Financial and insurance activities	115	2.0
L Real estate activities	48	0.8
M Professional, scientific and technical activities	114	1.9
N Administrative and support service activities	228	3.9
O Public administration and defence; compulsory social security	371	6.3
P Education	516	8.8
Q Human health and social work activities	995	16.9
R, S, T, U Other	215	3.6

Source: Census 2011

Travel to Work Flows:



Source: Census 2011

Self-Containment

25% of Tredegar residents who are employed work in Tredegar.

Source: Census 2011

Housing

Households: 6,731

Ownership	Number	Percentage
Owned	4,089	60.7
Shared ownership (part owned and part rented)	12	0.2
Social rented	1,828	27.2
Private rented	729	10.8
Living rent free	73	1.1

Source: Census 2011

Dwelling Type	Number	Percentage
Detached	888	12.7
Semi Detached	2,335	33.3
Terrace	3,145	44.9
Flat	468	6.7
Shared House	41	0.6
Flat in a commercial building	120	1.7
Caravan	5	0.1

Source: Census 2011

Average house price: £101,998 House Price to Income Ratio: 3:9 (Median 4.9)

Average House Price Source: Nomis 2018, Income Source: CACI

Affordable Housing Need: 85 LCHO 23

Source: LHMA 2019

		Yes	No		Score	Comments
Settlement:		Tredegar				
Principle 1: Sustainable Transport and Accessibility						
Presence of Active Travel Routes						
	Several Routes	✓		10	10	There is an existing route running in a north south direction through Tredegar and others running east to west
	One Route			5		
	No Route			0		
	Walking distance to a higher order settlement via active travel route					
	1.5 miles			1		
	Cycling distance to a higher order settlement via active travel route					
	2.5 miles			1		
					10	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		
	Medium frequency of service between 10 -30 minutes.			5		
	Low frequency of service between 31-60 minutes.	✓		3	3	Cardiff -Abergavenny-Hereford via Tredegar (X4*) Tredegar-Peacehaven-Ebbw Vale (E11) Tredegar-Dukestown (E12) Tredegar-Gwent Way (E14) Tredegar-Ystraf Ysbyty Fawr (4) Tredegar-Rhymney Station (20*) Tredegar- Newport (56*)
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		

		Yes	No		Score	Comments
	Infrequent daily service			1		
	No Service			0		
					3	
Rail Service						
	Rail Station in settlement			10		
	Less than 3 miles	✓		5	5	Ebbw Vale Town and Rhymney
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Proximity to strategic highway network¹⁶						
	Less than 3 miles	✓		5	5	A465, A4048
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					23 out of 35	65.7% weighted to 40% = 26.3%
Principle 2: Accessibility of Facilities and Services						
Location of Facilities and Services						
	Town Centre ¹⁷	✓		20	20	
	Local Centre ¹⁸			10		
	Neighbourhood Centre	✓		5	5	(2) Attlee Way, Cefn Golau; Park Place, Tredegar
					25	
Regular Needs						
	Convenience Store	✓		1-3	3	Premier, Ashvale, Armoury Stores, Dukestown, Premier, Edward Terrace, Premier Dukestown Road
	Other non-food Shop	✓		1-3	2	Westman Paper Shop Georgetown, Ray Lewis & Sons Shoe repairs,
	Post Office	✓		1-3	2	Commercial Street, James Street, Cefn Golau
	Bank	✓		1-3	1	Barclays
	Petrol Filling Station	✓		1-3	2	David Taylor Garage, Sirhowy and Texaco, Nantybawch
					10	

¹⁶Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

¹⁷ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

¹⁸ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No		Score	Comments
Community Facilities						
	Public Hall (including village hall & church hall)	✓		1-3	3	Nantybwlch Senior Citizens Hall, Stocktonville Senior Citizens Hall, Ystraf Deri Community Centre, Sirhowy Senior Citizens Hall, Georgetown Community Centre, Kidz R Us, Sirhowy Community Centre
	Library	✓		1-3	1	Tredegar
	Place of Worship	✓		1-3	3	Bethel Penecostal Church, Bethel Baptist Church, St Georges Church, Immaculate Conception RC Church, Siloh Uniting Church, Central Baptist Church, Castle Street Church, Trinity Spiritualist Church, Saron Congregational Church
	Publicly Accessible Open Space			1-3	3	Adj Chartist Way, Grahams Yard, Nursery Terrace (Sirhowy Ward) Deighton Grounds, Rear of Ashvale Rd (Tredegar Central and West Ward)
	Sports Ground (pitch available)			1-3	2	Tredegar Comprehensive School, Tredegar Recreational Grounds (Tredegar Central and West Ward)
	Childs Play Area			1-3	3	Chartist Way, Ty Newydd, Bryn Bach Park (Sirhowy Ward) Southend, St James (Georgetown Ward) Bedwellty Park, Brangwyn Rd, Tredegar Town (Tredegar Central and West Ward)
	Youth Club (including scout & guide groups)			1-3		
					15	
Medical Facilities						
	Hospital			1-3		
	GP Surgery	✓		1-3	2	Glan yr Afon Surgery, Tredegar Health Centre
	Pharmacy	✓		1-3	2	Nelson Pharmacy, Boots, Tredegar Health Centre Pharmacy
	Dentist	✓		1-3	2	Tredegar Health Centre, BUPA Dental Care, Castle Street Dental Practice
					6	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group	✓		1-3	3	Butterflies Day Nursery, Tiggywinkles Day Nursery, First Friends Playgroup Pobol Bach Playgroup, Little Teddy Pre School Playgroup
	Primary School	✓		1-3	3	Brynbach Primary, Deighton Primary, Georgetown Primary, Glanhowy Primary, St Joseph's RC Primary
	Secondary School/Further Education College	✓		1-3	1	Tredegar Comprehensive
					7	
Cafes, Bars, Pubs, Restaurants & Takeaways						

		Yes	No		Score	Comments
	Public House	✓		1-3	3	Castle Hotel, Ye Old Red Lion, The Olympia Public House, The Harley, The Cambrian, The Nags Head, The Railway Tavern, The Loft Club
	Tea Shop/café/restaurant & Takeaways	✓		1-3	3	Morgan Coffee Shop, Ding Dongs Delights, Anns Café, Restaurant Europa Refresh Coffee Shop,
					6	
Broadband connectivity						
	High Connectivity more than 30Mb/s	✓		5	5	26-37Mbps
	Medium Connectivity between 24-30Mb/s			2		
	Low Connectivity less than 24Mb/s			1		
					5	
Score					74 out of 103	72% = weighting 30% = 21.6%
Principle 3: Employment Opportunity						
Location of Employment Facilities						
	Protected Employment Site within settlement	✓		20	20	Tredeggar Business Park (EMP2.1) Tafarnaubach Industrial Estate (EMP2.5) Crown Business Park (EMP2.6) Sirhowy Hill Industrial Estate (EMP2.15) Bridge Street Industrial Estate (EMP 2.16)
					20	
	Identified Business/Industrial Sites or Mixed-Use Sites within settlement	✓		20	20	Land at Tredeggar Business Park (EMP1.2) Crown Business Park (EMP1.9)
					20	
	Other Employment Opportunity (B1/B2 use) within settlement	✓		10	10	Gwent Way
					10	
Proximity to Protected/Identified Employment Site if not within the settlement						

		Yes	No		Score	Comments
	Less than 3miles			10		
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
					0	
Score					50 out of 50	=100% weighted score of 30% = 30%

Sirhowy Valley – Trefil

		Yes	No	Score		Comments
Settlement:		Trefil				
Principle 1: Sustainable Transport and Accessibility						
Presence of Active Travel Route						
	Several			10		
	One Route			5		
	None			0	0	
	Walking distance to a higher order settlement via active travel route					
	1.5 miles			1	0	
	Cycling distance to a higher order settlement via active travel route					
	2.5 miles			1	0	
					0	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		
	Medium frequency of service between 10 -30 minutes.			5		
	Low frequency of service between 31-60 minutes.			3		
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		
	Infrequent daily service			1		
	No Service	✓		0	0	
					0	

		Yes	No	Score		Comments
Rail Service						
	Rail Station in settlement			10		
	Less than 3 miles			5		
	Between 3 miles to 5 miles			1		
	Greater than 5 miles	✓		0	0	Rhymney and Ebbw Vale Town
					0	
Proximity to strategic highway network¹⁹						
	Less than 3 miles	✓		5	5	A465
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					5 out of 35	14.3% weighted against 40%= 5.7%
Principle 2: Availability of Facilities and Services						
Location of Facilities and Services						
	Town Centre ²⁰			20		
	Local Centre ²¹			10		
	Neighbourhood Centre			5		
					0	
Regular Needs						
	Convenience Store		✓	1-3		
	Other non-food Shop		✓	1-3		
	Post Office		✓	1-3		
	Bank		✓	1-3		
	Petrol Filling Station		✓	1-3		
					0	
Community Facilities						
	Public Hall (including village hall & church hall)			1-3		
	Library		✓	1-3		

¹⁹Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

²⁰ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

²¹ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No	Score		Comments
	Place of Worship	✓		1-3	2	Horeb Chapel, Sardis Baptist Chapel
	Publicly Accessible Open Space		✓	1-3		
	Sports Ground (pitch available)	✓		1-3	1	Trefil
	Childs Play Area	✓		1-3	1	Trefil 1 and 2
	Youth Club (including scout & guide groups)			1-3		
					4	
Medical Facilities						
	Hospital		✓	1-3		
	GP Surgery		✓	1-3		
	Pharmacy		✓	1-3		
	Dentist		✓	1-3		
					0	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group		✓	1-3		
	Primary School		✓	1-3		
	Secondary School/Further Education College		✓	1-3		
					0	
Cafes, Bars, Restaurants & Takeaways						
	Public House		✓	1-3	2	Tafan Ty Uchaf, Trefil Rugby Club
	Tea Shop/café/restaurant		✓	1-3		
					2	
Broadband connectivity						
	High Connectivity more than 30Mb/s			5		
	Medium Connectivity between 24-30Mb/s			2		
	Low Connectivity less than 24Mb/s	✓		1	1	19Mbps

		Yes	No	Score		Comments
					1	
Score					7 out of 103	6.7% weighted score of 30%= 2.0%
Principle 3: Employment Opportunities						
Location of Employment Facilities						
	Protected Employment Site within settlement			20		
	Identified Business/Industrial Sites or Mixed-Use Sites within settlement			20		
	Other Employment Opportunity (B1/B2 use) within settlement			10		
					0	
	Proximity to Protected/Identified Employment Site if not within the settlement					
	Less than 3miles	✓		10	10	
	Between 3 miles to 5 miles			5		Tafarnaubach Industrial Estate (EMP2.5)
	Greater than 5 miles			0		
					10	
Score					10 out of 50	20%= weighted by 30%= 6%

Sirhowy Valley – Pochin

		Yes	No		Score	Comments
Settlement:		Pochin				
Principle 1: Sustainable Transport and Accessibility						
Presence of Active Travel Routes						
	Several Routes			10		There is an existing route from Pochin in a northerly direction and a proposed route in a southerly direction
	One Route	✓		5	5	
	No Route			0		
	Walking distance to a higher order settlement via active travel route					
	1.5 miles			1		
	Cycling distance to a higher order settlement via active travel route					
	2.5 miles			1		
					5	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		Tredegar-Blackwood-Newport (56*)
	Medium frequency of service between 10 -30 minutes.			5		
	Low frequency of service between 31-60 minutes.	✓		3	3	
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		
	Infrequent daily service			1		
	No Service			0		

		Yes	No		Score	Comments
					3	
Rail Service						
	Rail Station in settlement			10		
	Less than 3 miles			5		
	Between 3 miles to 5 miles			1		
	Greater than 5 miles	✓		0	0	
					0	
Proximity to strategic highway network²²						
	Less than 3 miles	✓		5	5	A4048
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					13 out of 35	=37% weighted 40%= 14.8%
Principle 2: Availability of Facilities and Services						
Location of Facilities and Services						
	Town Centre ²³			20		
	Local Centre ²⁴			10		
	Neighbourhood Centre			5		
					0	
Regular Needs						
	Convenience Store		✓	1-3		
	Other non-food Shop		✓	1-3		
	Post Office		✓	1-3		
	Bank		✓	1-3		
	Petrol Filling Station		✓	1-3		
					0	
Community Facilities						
	Public Hall (including		✓	1-3		

²²Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

²³ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

²⁴ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No		Score	Comments
	village hall & church hall)					
	Library		✓	1-3		
	Place of Worship		✓	1-3		
	Publicly Accessible Open Space		✓	1-3		
	Sports Ground (pitch available)		✓	1-3		
	Childs Play Area		✓	1-3		
	Youth Club (including scout & guide groups)		✓	1-3		
					0	
Medical Facilities						
	Hospital		✓	1-3		
	GP Surgery		✓	1-3		
	Pharmacy		✓	1-3		
	Dentist		✓	1-3		
					0	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group		✓	1-3		
	Primary School		✓	1-3		
	Secondary School/Further Education College		✓	1-3		
					0	
Cafes, Bars, Pubs, Restaurants & Takeaways						
	Public House		✓	1-3		
	Tea Shop/café/restaurant		✓	1-3		
					0	
Broadband connectivity						
	High Connectivity more than 30Mb/s			5		
	Medium Connectivity between 24-30Mb/s			2		

		Yes	No		Score	Comments
	Low Connectivity less than 24Mb/s	✓		1	1	Sub24 Mbps
					1	
Score					1 out of 103	=0.9% weighted score= 0.29%
Principle 3: Employment Opportunities						
Location of Employment Facilities						
	Protected Employment Site within settlement			20		
					0	
	Identified Business/Industrial Sites or Mixed-Use Sites within settlement			20		
					0	
	Other Employment Opportunity (B1/B2 use) within settlement			10		
					0	
Proximity to Protected/Identified Employment Site if not within the settlement						
	Less than 3miles	✓		10	10	Bridge Street Industrial Estate (EMP2.16)
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
					10	
Score					10 out of 50	= 20% weighted 30%=6%

Sirhowy Valley – Bedwellty Pits

		Yes	No		Score	Comments
Settlement:		Bedwellty Pits				
Principle 1:Sustainable Transport and Accessibility						
Presence of Active Travel Routes						
	Several Routes			10		
	One Route			5		
	No Route			0	0	
	Walking distance to a higher order settlement via active travel route					
	1.5 miles			1		
	Cycling distance to a higher order settlement via active travel route					
	2.5 miles			1		
					0	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		
	Medium frequency of service between 10 -30 minutes.			5		
	Low frequency of service between 31-60 minutes.	✓		3	3	Tredegar –Newport (56)
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		
	Infrequent daily service			1		
	No Service			0		
					3	

		Yes	No		Score	Comments
Rail Services						
	Rail Station in settlement			10		
	Less than 3 miles			5		
	Between 3 miles to 5 miles	✓		1	1	Rhymney and Ebbw Vale Town
	Greater than 5 miles			0		
					1	
Proximity to strategic highway network						
	Distance to strategic highway network ²⁵					
	Less than 3 miles	✓		5	5	A4048
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					9 out of 35	25.7% weighted score of 40% = 10.3%
Principle 2: Availability of Facilities and Services						
Location of Facilities and Services						
	Town Centre ²⁶			20		
	Local Centre ²⁷			10		
	Neighbourhood Centre			5		
					0	
Regular Needs						
	Convenience Store		✓	1-3		
	Other non-food Shop		✓	1-3		
	Post Office		✓	1-3		
	Bank		✓	1-3		
	Petrol Filling Station		✓	1-3		
					0	
Community Facilities						
	Public Hall (including village hall & church hall)		✓	1-3		

²⁵ Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

²⁶ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

²⁷ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No		Score	Comments
	Library		✓	1-3		
	Place of Worship		✓	1-3		
	Publicly Accessible Open Space		✓	1-3		
	Sports Ground (pitch available)		✓	1-3		
	Childs Play Area	✓		1-3	1	Bedwellty Pits
	Youth Club (including scout & guide groups)			1-3		
					1	
Medical Facilities						
	Hospital		✓	1-3		
	GP Surgery		✓	1-3		
	Pharmacy		✓	1-3		
	Dentist		✓	1-3		
					0	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group		✓	1-3		
	Primary School		✓	1-3		
	Secondary School/Further Education College		✓	1-3		
					0	
Cafe, Bars, Pubs, Restaurants & Takeaways						
	Public House		✓	1-3		
	Tea Shop/café/restaurant/takeaways		✓	1-3		
					0	
	Broadband connectivity					
	High Connectivity more than 30Mb/s			5		
	Medium Connectivity			2		

		Yes	No		Score	Comments
	between 24-30Mb/s					
	Low Connectivity less than 24Mb/s	✓		1	1	Sub 24Mbps
					1	
Score					2 out of 103	=1.9% weighted to 30% = 0.58%
Principle 3: Employment Opportunity						
	Protected Employment Site within settlement			20		
					0	
	Identified Business/Industrial Sites or Mixed-Use Sites within settlement			20		
					0	
	Other Employment Opportunity (B1/B2 use) within settlement			10		
					0	
Proximity to Protected/Identified Employment Site if not within the settlement						
	Less than 3miles	✓		10	10	Bridge Street (EMP2.16)
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
					10	
Score					10 out of 50	=20% weighted to 30% = 6%

Upper Ebbw Fach – Brynmawr, Nantyglo and Blaina

The Ebbw Fach Valley is the eastern valley of the three valleys in Blaenau Gwent. Brynmawr is located at the head of the Ebbw Fach Valley and the Clydach Gorge. The former mining communities of Nantyglo and Blaina have merged with Brynmawr and form urban settlement.

Brynmawr is the main hub for the district and the town centre is broadening its offer with proposals for a McDonalds, Costa Coffee, new supermarket and other retail units. The town attracts shoppers from a wider area than the district it serves.

The A465 Heads of the Valleys Road connects the district to, Abergavenny and the Midlands to the east and Ebbw Vale, Tredegar, Merthyr, Cardiff and West Wales to the west. The A467 runs in a north south direction starting at the A465 and links the area to Abertillery; Blackwood, Ystrad Mynach, Pontypool and Cwmbran (via the A472); and Newport and Cardiff further the south. The Upper Ebbw Fach does not have a rail link.

Industrial estates are located to the south east of Brynmawr (Blaenant, and Noble Square) to the north of Nantyglo (Cwmcrachen, Rising Sun and Barleyfieds and Pond Road). Most people are employed in health or manufacturing.

Blaina and Nantyglo played an important role in the Chartist uprisings. The round house towers were built as a fortress to protect the ironmaster Crawshay Bailey in the event of a workers uprising and now form part of a tourist offer. Brynmawr is well located in terms of access to the Brecon Beacons National Park and Blaenavon Works Heritage Site.

Ebbw Fach – Brynmawr / Nantyglo / Blaina

Settlement Area: 447 ha

Population Size²⁸: 14,955

Age Structure:

Age	Mid-Year Population Estimate 2017	Percentage
Age 0 to 4	786	5.3
Age 5 to 9	1,029	6.9
Age 10 to 19	1,642	11.0
Age 20 to 44	4,478	30.0
Age 45 to 64	4,196	28.0
Age 65 and over	2,961	19.8

Source: Nomis Population Estimate 2017

Average age: 41.6 (Blaenau Gwent 41.6)

Welsh Language (Able to speak Welsh) 8.3% (Blaenau Gwent Average 7.8%)

Source: Census 2011

²⁸ Source: Nomis Population Estimate 2017

Employment

Economically Active ²⁹: **61%**

Economically Active in Employment ³⁰ : **6,902** **85%**

Occupation	Number	Percentage
Managers directors and senior officials	435	7.1
Professional occupations	696	11.4
Associate professional and technical occupations	531	8.8
Administrative and secretarial occupations	494	8.1
Skilled trades occupations	848	13.9
Caring, leisure and other service occupations	909	14.9
Sales and customer service occupations	479	7.9
Process plant and machine operatives	759	12.5
Elementary occupations	937	15.4

Source: Census 2011

Employment Type	Number	Percentage
A Agriculture, forestry and fishing	20	0.3
B Mining and quarrying	9	0.1
C Manufacturing	1,076	17.7
D Electricity, gas, steam and air conditioning supply	30	0.5
E Water supply; sewerage, waste management and remediation activities	111	1.8
F Construction	561	9.2
G Wholesale and retail trade; repair of motor vehicles and motor cycles	850	14.0

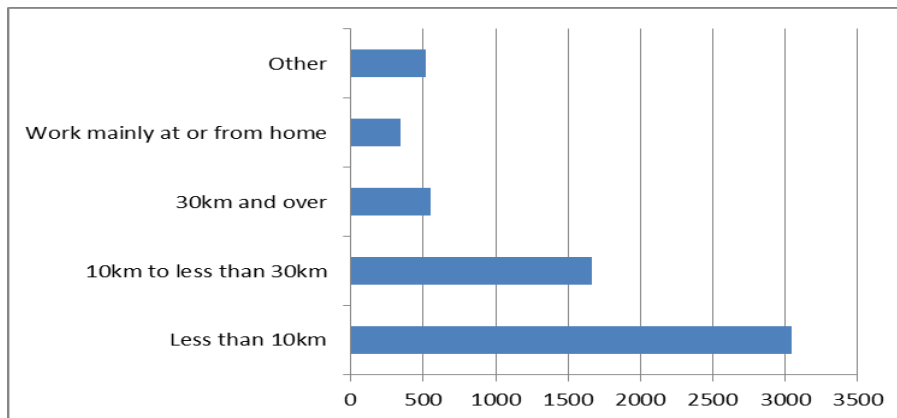
²⁹ ONS Annual Population Survey

³⁰ ONS Annual Population Survey

H Transport and storage	220	3.6
I Accommodation and food service activities	264	4.3
J Information and communication	60	1.0
K Financial and insurance activities	79	1.3
L Real estate activities	89	1.5
M Professional, scientific and technical activities	110	1.8
N Administrative and support service activities	213	3.5
O Public administration and defence; compulsory social security	440	7.2
P Education	446	7.3
Q Human health and social work activities	1,292	21.2
R, S, T, U Other	218	3.6

Source: Census 2011

Travel to Work Flows:



Source: Census 2011

Self-Containment

19% of Brynmawr/Nantyglo/Blaina residents who are employed work in the area.

Source: Census 2011

Housing

Households: 6,416

Ownership	Number	Percentage
Owned	3,831	59.8
Shared ownership (part owned and part rented)	9	0.1
Social rented	1,708	27
Private rented	811	13
Living rent free	57	0.1

Source: Census 2011

Dwelling Type	Number	Percentage
Detached	802	11.9
Semi Detached	1,926	28.9
Terrace	3,188	47.7
Flat	617	9.2
Shared House	53	0.8
Flat in a commercial building	86	1.3
Caravan	14	0.2

Source: Census 2011

Average house price: £96,498 House Price to Income Ratio: 3:7 (Median 4.7)

Average House Price Source: Nomis 2018 Income Source: CACI

Affordable Housing Need: 151 LCHO 14

Source: LHMA 2019

		Yes	No		Score	Comments
Settlement:		Brynmawr, Nantyglo and Blaina				
Principle 1: Sustainable Transport and Accessibility						
Presence of Active Travel Routes						
	Several Routes	✓		10	10	There is an existing route which runs in an east to west direction through Brynmawr and a north south route
	One Route			5		
	No Route			0		
Walking distance to a higher order settlement via active travel route						
	1.5 miles			1		
Cycling distance to a higher order settlement via active travel route						
	2.5miles			1		
					10	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		
	Medium frequency of service between 10 -30 minutes.			5		
	Low frequency of service between 31-60 minutes.	✓		3	3	Brynmawr-Cwmbran (X1) Cardiff-Abergavenny/ Hereford via Tredegar (X4*) Brynmawr-Newport (X15*) Brynmawr-Ebbw Vale(E3) Brynmawr-Forgeside (31)
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).	✓		2		Brynmawr-Abergavenny (3/S)
	Infrequent daily service			1		
	No Service			0		
					3	

		Yes	No		Score	Comments
Rail Services						
	Rail Station in settlement			10		
	Less than 3 miles	✓		5	5	
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Distance to strategic highway network³¹						
	Less than 3 miles	✓		5	5	A465, A467
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					23 out of 35	65.7% weighted to 40% = 26.3%
Principle 2: Availability of Facilities and Services						
Location of Facilities and Services						
	Town Centre ³²	✓		20	20	
	Local Centre ³³	✓		10	10	
	Neighbourhood Centre			5		
					30	
Regular Needs						
	Convenience Store			1-3	3	Asda, Nantyglo Stores, The Corner Shop Nantyglo, Beacon Stores etc
	Other non-food Shop			1-3	3	Halfords, Home Bargains, Pets at Home, Poundland etc
	Post Office	✓		1-3	2	Beaufort Street, Brynmawr, High Street, Blaina, King Street, Nantyglo
	Bank	✓		1-3	1	Lloyds Bank
	Petrol Filling Station	✓		1-3	2	L J Cook & Sons Central Garage, Blaina
					11	
Community Facilities						
	Public Hall (including village hall & church hall)			1-3	2	Coed Cae Community Centre, Winchestown Pensioners Hall, Nantyglo Pensioners Hall
	Library	✓		1-3	2	Brynmawr, Blaina

³¹Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

³² As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

³³ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No		Score	Comments
	Place of Worship	✓		1-3	3	St Mary's, Bethesda Chapel, Zion Baptist Church, St Peters Church, Blaina Methodist Chapel, Methodist Manse, Islamic Society, Cwmcelyn Methodist Chapel, English Wesleyan Chapel, St Anne's Church
	Publicly Accessible Open Space	✓		1-3	3	Gurnos Estate, Aneurin Place, Limestone Rd, Garn Rd, Cae Glas, Waun Fawr, Attlee Rd, Brynderwen, Dale View, East Pentwyn, Bryncelyn Estate, Riverside, Cross Street
	Sports Ground (pitch available)	✓		1-3	3	Brynmawr Rec, Brynmawr Welfare, Banna Park, Central Park, Fan Tips, Duffryn Park
	Childs Play Area	✓		1-3	3	Brynmawr Rec, Brynawel, Brynmawr Welfare, Gurnos, Banna Park, Vincent Avenue, Coed Cae, Waunheulog, Central Park, Glanystruth, Brynheulog, Maeshafod, Duffryn Park, West Side, Blaina
	Youth Club (including scout & guide groups)			1-3		
					16	
Medical Facilities						
	Hospital		✓	1-3		
	GP Surgery	✓		1-3	2	Brynmawr Health Centre, Brynmawr Medical Practice, Blaina Medical Practice
	Pharmacy	✓		1-3	2	Well, John Williams Pharmacy, Brynmawr, T H Pritchard & Son Ltd, Blaina,
	Dentist	✓		1-3	2	Brynmawr Health Centre, J Woodward, Worcester House Dental Surgery, Blaina Dental Surgery
					6	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group	✓		1-3	3	Brynmawr Pre School Playgroup, Flowering Shrubs Day Nursery, Blaina, Flowering Shrubs Pre School Playgroup, Blaina, Clych Maethrin Helyg Bychan Playgroup, Nantyglo
	Primary School	✓		1-3	3	Blaenycwm Primary, St Mary's RC Primary, ST Mary's Church in Wales Primary, Coedygarn Primary, Ystruth Primary, Ysgol Gymraeg Bro Helyg
	Secondary School/Further Education College	✓		1-3	1	Brynmawr Comprehensive
					7	
Cafes, Bars, Pubs, Restaurants & Takeaways						
	Public House	✓		1-3	3	Legends, Grasshoppers, The Talisman, The Cabaret Venue, The Bush Inn, The Castle Club
	Tea Shop/café/restaurant/	✓		1-3	3	Homestead Café, The Filling Station, The Lounge Coffee Shop, New Griiffin & Spice

		Yes	No		Score	Comments
	Takeaways					Bar, Wine Vaults, Café Lazeez
					6	
Broadband Connectivity						
	High Connectivity more than 30Mb/s			5		
	Medium Connectivity between 24-30Mb/s	✓		2	2	26 - 31 Mbps
	Low Connectivity less than 24Mb/s			1		
					2	
Score					78 out of 103	=76% weighted to 30% = 22.7%
Principle 3: Employment Opportunity						
Location of Employment Facilities						
3a	Protected Employment Site within settlement	✓		20	20	Noble Square (EMP2.17) Pond Road Workshops (EMP2.7) Blaenant Industrial Estate (EMP2.8) Barleyfield Industrial Estate (EMP2.9) Rising Sun Industrial Estate (EMP2.10) Cwmcrachen Industrial Estate (EMP2.19) Blaina Enterprise Centre (EMP2.18)
					20	
3b	Identified Business/Industrial Sites or Mixed-Use Sites within settlement			20	20	Land at Rising Sun Industrial Estate (EMP1.3)
					20	
3c	Other Employment Opportunity (B1/B2 use) within settlement			10	10	North of Cwmcrachen
					10	
Proximity to Protected/Identified Employment Site if not within the settlement						
	Less than 3miles			10		

		Yes	No		Score	Comments
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
					0	
Score					50 out of 50	100% weighted to 30% = 30%

Lower Ebbw Fach – Abertillery (including Cwmtillery and Six Bells), Aberbeeg / Brynithel / Llanhilleth and Swfrydd

The Ebbw Fach Valley is the eastern valley of the three valleys in Blaenau Gwent. The Lower Ebbw Fach is a very steep valley which limits opportunities for expansion. It comprises the settlements of Abertillery (including Cwmtillery and Six Bells), Brynithel / Llanhilleth / Aberbeeg and Swfrydd.

Abertillery is the hub of the district and is also the location for retail and main services. Cwmtillery and Six Bells form part of the urban form of Abertillery.

Aberbeeg / Brynithel / Llanhilleth lie south of Abertillery where the Ebbw Fawr and Ebbw Fach valleys meet. These three settlements form one contiguous urban area.

The settlement of Swfrydd is located at the southern end of the Borough on the boundary between Blaenau Gwent and Caerphilly. In many respects it has strong links with Caerphilly County Borough Council.

The A467 runs in a north south direction along the length of the district. To the south the A467 links the area to the A472 which provides access to the east to Pontypool and Cwmbran and to the west Blackwood, Ystrad Mynach and Pontypridd. The A467 in a southwards direction links the area to Newport and Cardiff. To the north the A467 links the area to Brynmawr and the Heads of the Valleys Road. The Lower Ebbw Fach has a rail link at Llanhilleth and there are plans to extend this to Abertillery and increase the frequency of services from Llanhilleth.

Industrial estates and business parks are located in Abertillery at Cwmtillery Industrial Estate and Roseheyworth Business Park and in Aberbeeg /Brynithel / Llanhilleth at Glandwr and Llanhilleth. Most people are employed in manufacturing, health and retail.

Lower Ebbw Fach – Abertillery (including Cwmtillery, and Six Bells)

Settlement Area: 277 ha

Population Size³⁴: 11,208

Age Structure:

Age Category	Mid-Year Population Estimate 2017	Percentage
Age 0 to 4	561	5.0
Age 5 to 9	658	5.9
Age 10 to 19	1,143	10.2
Age 20 to 44	3,517	31.4
Age 45 to 64	3,181	28.4
Age 65 and over	2,148	19.1

Source: Nomis Population Estimate 2017

Average age: 42 (Blaenau Gwent 41.3)

Welsh Language (Able to speak Welsh) 7.2%

Source: Census 2011

(Blaenau Gwent Average 7.8%)

³⁴ Source: Nomis Population Estimate 2017

Employment

Economically Active ³⁵: **62%**

Economically Active in Employment ³⁶ : **3,657** **85%**

Occupation	Number	Percentage
Managers directors and senior officials	259	7.0
Professional occupations	336	9.2
Associate professional and technical occupations	317	8.7
Administrative and secretarial occupations	379	10.4
Skilled trades occupations	467	12.8
Caring, leisure and other service occupations	494	13.5
Sales and customer service occupations	279	7.6
Process plant and machine operatives	521	14.2
Elementary occupations	605	16.6

Source: Census 2011

Industry Categories	Number	Percentage
A Agriculture, forestry and fishing	15	0.32
B Mining and quarrying	15	0.32
C Manufacturing	956	20.43
D Electricity, gas, steam and air conditioning supply	33	0.71
E Water supply; sewerage, waste management and remediation activities	69	1.47
F Construction	319	6.82

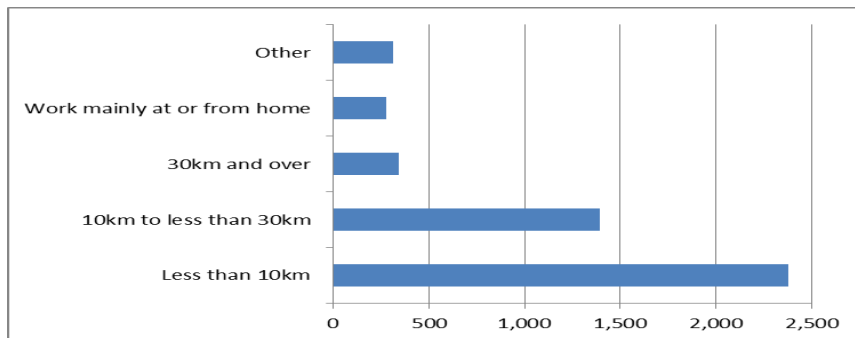
³⁵ ONS Annual Population Survey 2011

³⁶ ONS Annual Population Survey 2011

G Wholesale and retail trade; repair of motor vehicles and motor cycles	693	14.81
H Transport and storage	210	4.49
I Accommodation and food service activities	242	5.17
J Information and communication	52	1.11
K Financial and insurance activities	92	1.97
L Real estate activities	62	1.33
M Professional, scientific and technical activities	102	2.18
N Administrative and support service activities	194	4.15
O Public administration and defence; compulsory social security	396	8.46
P Education	348	7.44
Q Human health and social work activities	703	15.02
R, S, T, U Other	178	3.80

Source: Census 2011

Travel to Work Flows:



Source: Census 2011

Self-Containment

24% of Abertillery/Cwmtillery/Six Bells residents who are employed work in the area.

Source: Census 2011

Housing

Households: 5,105

Ownership	Number	Percentage
Owned	3,364	65.9
Shared ownership	3	0.1
Social rented	840	16.4
Private rented	841	16.5
Living rent free	57	1.1

Source: Census 2011

Dwelling Type	Number	Percentage
Detached	423	7.4
Semi Detached	1,160	20.2
Terrace	3,510	61.3
Flat	503	8.8
Shared House	66	1.2
Flat in a commercial building	63	1.1
Caravan	1	0.0

Source: Census 2011

Average house price: £63,653 House Price to Income Ratio: 2.5 (Median 3.0)

Affordable Housing Need: 0 LCHO 11

Source: LHMA 2019

		Yes	No	Score		Comments
Settlement:		Abertillery(including Cwmtillery and Six Bells)				
Principle 1: Sustainable Transport and Accessibility						
Proximity to Active Travel Route						
	Several Routes	✓		10	10	There are a number of routes which run in a north south direction through the settlement
	One Route			5		
	No Route			0		
	Walking distance to a higher order settlement via active travel route					
	1.5 miles			1		
	Cycling distance to a higher order settlement via active travel route					
	2.5 miles			1		
					10	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		
	Medium frequency of service between 10 -30 minutes.			5		
	Low frequency of service between 31-60 minutes.	✓		3	3	Brynmawr-Abertillery-Pontypool-Cwmbran (X1) Brynmawr-Abertillery-Newport (X15*) Brynmawr-Abertillery-Ebbw Vale (E3) Abertillery-Blackwood (52) Abertillery-Brynithel (1) Abertillery-Abertillery (1a) Abertillery-Areal View (3*)
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		

		Yes	No	Score		Comments
	Infrequent daily service			1		
	No Service			0		
					3	
Rail Services						
	Rail Station in settlement	✓		10	10	Proposed station at Abertillery
	Less than 3 miles			5		
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					10	
Proximity to strategic highway network³⁷						
	Less than 3 miles	✓		5	5	A467
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					28 out of 35	= 80% weighted to 40% = 32%
Principle 2: Availability of Facilities and Services						
Location of Facilities and Services						
	Town Centre ³⁸	✓		20	20	
	Local Centre ³⁹			10		
	Neighbourhood Centre	✓		5	5	(1) Alexandra Road, Six Bells,
					25	
Regular Needs						
	Convenience Store	✓		1-3	2	Tesco, Premier, Cwmtillery, Premier Powell Street
	Other non-food Shop	✓		1-3	1	Abertillery news,
	Post Office	✓		1-3	2	Fair View Terrace, Cwmtillery; Foundry Bridge, Abertillery
	Bank	✓		1-3	2	Barclays Bank, Principality, Monmouthshire Building Society
	Petrol Filling Station	✓		1-3	1	Tesco
					8	

³⁷Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

³⁸ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

³⁹ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No	Score		Comments
Community Facilities						
	Public Hall (including village hall & church hall)	✓		1-3	1	Jim Owen Pavillion,
	Library	✓		1-3	1	Abertillery
	Place of Worship	✓		1-3	3	Blaenau Gwent Baptist Church, Abertillery; Blaenau Gwent Methodist Church, Abertillery; Ebenezer Baptist Church, Abertillery, Saint Paul's Church, Abertillery; St John's Six Bells
	Publicly Accessible Open Space	✓		1-3	2	Blaenau Gwent Rows, Valley View (Cwmtilery Ward) Clarence St (Abertillery Ward) Six Bells Colliery Site (Six Bells Ward)
	Sports Ground (pitch available)	✓		1-3	3	Roseheyworth, Abertillery Park, Jim Owen Fields, Playing Field, Woodland Playing Field, Abertillery School / Sport Centre(Cwmtilery Ward) Cwmnantygroes (Six Bells Ward)
	Childs Play Area	✓		1-3	3	Roseheyworth, Abertillery Park, Jim Owen Fields, Woodland Field, Bournville (Cwmtilery Ward) Gelli Grug, Vivian Street, Abertillery (Abertillery Ward) Six Bells Park, Warm Turn (Six Bells Ward)
	Youth Club (including scout & guide groups)	✓		1-3	1	Abertillery Youth Centre
					14	
Medical Facilities						
	Hospital		✓	1-3		
	GP Surgery	✓		1-3	2	The Bridge Centre, Abertillery; Abertillery Group Practice, Abertillery
	Pharmacy	✓		1-3	2	Boots UK Ltd; T.H, Prichard & Son Church St; T.H, Prichard & Son Somerset St
	Dentist	✓		1-3	2	The Bridge Centre, Abertillery; Dental Surgery King Street, Abertillery; Incisive Oral Solutions Ltd, Abertillery
					6	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group	✓		1-3	2	Jack and Jill Playgroup, Cwmtilery Mini Me Pre School Playgroup Roseheyworth Mini Me's @ Bryngwyn Primary School
	Primary School	✓		1-3	2	Abertillery Learning Campus: Bryngwyn Road Campus (to close), Queen Street Campus (to close), Roseheyworth Road Campus, Tillery Street Campus,

		Yes	No	Score		Comments
						Six Bells (new school)
	Secondary School/Further Education College	✓		1-3	1	Abertillery Learning Campus – Secondary Campus
					5	
Cafes, Bars, Pubs, Restaurants & Takeaways						
	Public House	✓		1-3	3	The Rolling Mill, Abertillery; The Garw, Abertillery; The Glasgow Phoenix, Abertillery; Somerset Hotel, Abertillery; Commercial Hotel, Abertillery; The Corner Club, Abertillery
	Tea Shop/café/restaurant/takeaways	✓		1-3	3	Bear Grills Café, Abertillery; Kebab Master, Abertillery; Mandras Coffee Shop, Abertillery; The Space Youth Café, Abertillery; Deja brew, Abertillery; The Coffee Shop, Abertillery; Coffee Bean, Abertillery; Ty Ebbw Fach, Six Bells
					6	
Broadband Connectivity						
	High Connectivity more than 30Mb/s			5		
	Medium Connectivity between 24-30Mb/s	✓		2	2	24-31Mbps
	Low Connectivity less than 24Mb/s			1		
					2	
Score					66 out of 103	=64% weighed to 30% = 19.2%
Principle 3: Employment Opportunities						
Location of Employment Facilities						
	Protected Employment Site within settlement	✓		20	20	Cwmtillery Industrial Estate (EMP2.11) Roseheyworth Business Park (EMP2.12)
					20	
	Identified Business/Industrial Sites or Mixed-Use Sites within settlement	✓		20	20	Land at Roseheyworth Business Park (EMP1.10)
					20	
	Other Employment			10		

		Yes	No	Score		Comments
	Opportunity (B1/B2 use) within settlement					
					0	
Proximity to Protected/Identified Employment Site if not within the settlement						
	Less than 3miles			10		
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
					0	
Score					40 out of 50	= 80% weighted to 30% = 24%

Ebbw Fach – Aberbeeg / Brynithel / Llanhilleth

Settlement Area: 111 ha

Population Size⁴⁰: 3,369

Age Structure:

Age	Mid-Year Population Estimate 2017	Percentage
Age 0 to 4	206	6.1
Age 5 to 9	190	5.6
Age 10 to 19	335	9.9
Age 20 to 44	1,077	32.1
Age 45 to 64	879	26.1
Age 65 and over	682	20.2

Source: Nomis Population Estimate 2017

Average age: 43.9 (Blaenau Gwent 41.6)

Welsh Language (Able to speak Welsh) 7.7% (Blaenau Gwent Average 7.8%)

Source: Census 2011

⁴⁰ Source: Nomis Population Estimate 2017

Employment

Economically Active ⁴¹: **59%**

Economically Active in Employment ⁴² : **1,240** **85%**

Occupation	Number	Percentage
Managers directors and senior officials	72	5.6
Professional occupations	104	8.2
Associate professional and technical occupations	82	6.4
Administrative and secretarial occupations	117	9.2
Skilled trades occupations	181	14.2
Caring, leisure and other service occupations	130	10.2
Sales and customer service occupations	88	6.9
Process plant and machine operatives	258	20.3
Elementary occupations	236	18.6

Source: Census 2011

Industry Category	Number	Percentage
A Agriculture, forestry and fishing	11	0.6
B Mining and quarrying	4	0.2
C Manufacturing	500	27.2
D Electricity, gas, steam and air conditioning supply	8	0.4
E Water supply; sewerage, waste management and remediation activities	23	1.3
F Construction	147	8.0
G Wholesale and retail trade; repair of motor vehicles and motor cycles	270	14.7
H Transport and storage	82	4.5

⁴¹ ONS Annual Population Survey 2011

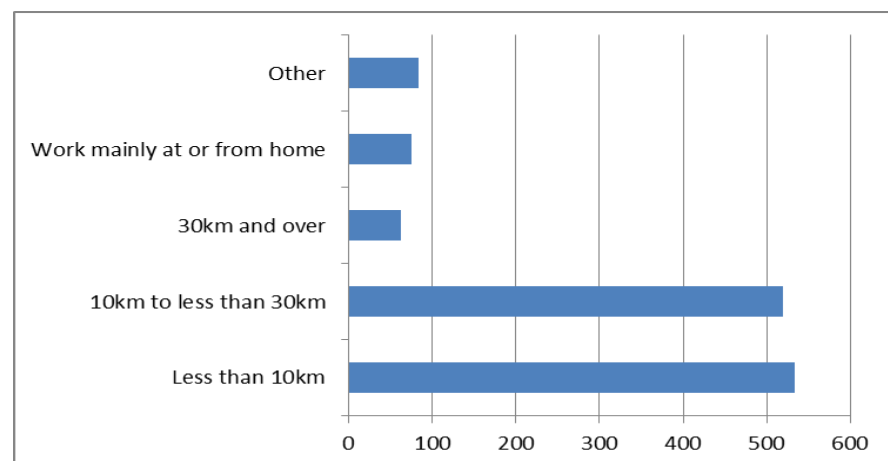
⁴² ONS Annual Population Survey 2011

I Accommodation and food service activities	83	4.5
J Information and communication	21	1.1
K Financial and insurance activities	24	1.3
L Real estate activities	22	1.2
M Professional, scientific and technical activities	44	2.4
N Administrative and support service activities	78	4.3
O Public administration and defence; compulsory social security	98	5.3
P Education	111	6.0
Q Human health and social work activities	248	13.5
R, S, T, U Other	61	3.3

Source: Census 2011

(Please note this table includes figures for Swfrydd)

Travel to Work Flows:



Source: Census 2011

Self-Containment

5% of Aberbeeg / Brynithel / Llanhilleth residents who are employed work in the area. (Source: Census 2011)

Housing

Households: 2,174

Ownership	Number	Percentage
Owned	1,267	58.3
Shared ownership (part owned and part rented)	6	0.3
Social rented	527	24.2
Private rented	344	15.8
Living rent free	30	1.4

Source: Census 2011

(Please note that this includes information relating to Swfrydd)

Average house price: £65,749 House Price to Income Ratio: 2.9 (Median 3.5)

Average House Price Source: Nomis 2018 Income Source: CACI

Dwelling Type	Number	Percentage
Detached	133	6.5
Semi Detached	219	10.7
Terrace	1,535	75.1
Flat	108	5.3
Shared House	33	1.6
Flat in a commercial building	15	0.8
Caravan	1	0.0

Source: Census 2011

Affordable Housing Need: 43 LCHO 5

Source: LHMA 2019

		Yes	No	Score		Comments
Settlement:		Aberbeeg / Brynithel / Llanhilleth				
Principle 1: Sustainable Transport and Accessibility						
Proximity to Active Travel Route						
	Several Routes	✓		10	10	There are two routes which run in a north south direction through Aberbeeg. One of these continues to Llanhilleth and there are plans to extend this to the south.
	One Route			5		
	No Route			0		
	Walking distance to a higher order settlement via active travel route					
	1.5 miles			1		
	Cycling distance to a higher order settlement via active travel route					
	2.5 miles			1		
					10	
Bus Service						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		Brynmawr-Abertillery-Pontypool-Cwmbran (X1) Brynmawr-Abertillery-Newport (X15*) Brynmawr-Abertillery-Ebbw Vale (E3) Abertillery-Blackwood (52) Abertillery-Brynithel (1)
	Medium frequency of service between 10 -30 minutes.			5		
	Low frequency of service between 31-60 minutes.	✓		3	3	
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		
	Infrequent daily service			1		
	No Service			0		

		Yes	No	Score		Comments
					3	
Rail Services						
	Rail Station in settlement	✓		10	10	Llanhilleth
	Less than 3 miles			5		
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					10	
Proximity to strategic highway network⁴³						
	Less than 3 miles	✓		5	5	A467
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					28 out of 35	= 80% weighted to 40% = 32%
Principle 2: Availability of Facilities and Services						
Location of Facilities and Services						
	Town Centre ⁴⁴			20		
	Local Centre ⁴⁵			10		
	Neighbourhood Centre	✓		5	5	(1) Commercial Road, Llanhilleth
					5	
Regular Needs						
	Convenience Store	✓		1-3	1	Brynithel Convenience Store
	Other non-food Shop			1-3		
	Post Office	✓		1-3	2	Brynithel Terrace, Brynithel; Commercial Road, Llanhilleth
	Bank			1-3		
	Petrol Filling Station			1-3		
					3	
Community Facilities						
	Public Hall (including	✓		1-3	2	Brynithel Community Centre,

⁴³Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

⁴⁴ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

⁴⁵ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No	Score		Comments
	village hall & church hall)					Llanhilleth Institute,
	Library			1-3		
	Place of Worship	✓		1-3	1	Kingdom Hall of Jehovah's Witnesses, Aberbeeg,
	Publicly Accessible Open Space	✓		1-3	3	Mt Pleasant Estate x5 (Llanhilleth Ward) Llanhilleth Park (Llanhilleth Ward) Oxford Place (Llanhilleth Ward)
	Sports Ground (pitch available)	✓		1-3	2	Brynithel Recreation Ground (Brynithel Ward) Llanhilleth Park (Llanhilleth Ward)
	Childs Play Area	✓		1-3	3	Llanhilleth Park, Oxford Place, Troy Road, Aberbeeg, Woodland Terrace (Llanhilleth Ward)
	Youth Club (including scout & guide groups)			1-3	0	
					11	
Medical Facilities						
	Hospital			1-3		
	GP Surgery	✓		1-3	1	Aberbeeg Medical Practice
	Pharmacy	✓		1-3	1	Sunrise Pharma Ltd, Llanhilleth
	Dentist			1-3		
					2	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group	✓		1-3	1	Clych Meithrin Gwddi-Hw
	Primary School	✓		1-3	1	St Iltyds, Llanhilleth
	Secondary School/Further Education College		✓	1-3	0	
					2	
Cafes, Bars, Pubs, Restaurants & Takeaways						
	Public House	✓		1-3	3	Mount Pleasant Inn, Brynithel; Llanhilleth Hotel; Conservative & Unionist Club, Llanhilleth; Potters Social Club Aberbeeg
	Tea Shop/café/restaurant/takeaways	✓		1-3	3	Llanhilleth Institute, Llanhilleth; Llanhilleth Pizza & Kebab House; Go Go Wok; Hong Kong Chinese
					6	
Broadband Connectivity						

		Yes	No	Score		Comments
	High Connectivity more than 30Mb/s			5		
	Medium Connectivity between 24-30Mb/s	✓		2	2	24-31Mbps
	Low Connectivity less than 24Mb/s			1		
					2	
Score					31 out of 103	=30.09 % weighed to 30% = 9.0 %
Principle 3: Employment Opportunities						
Location of Employment Facilities						
	Protected Employment Site within settlement	✓		20	20	Glandwr Industrial Estate (EMP2.2)
					20	
	Identified Business/Industrial Sites or Mixed-Use Sites within settlement			20		
	Other Employment Opportunity (B1/B2 use) within settlement			10		
Proximity to Protected/Identified Employment Site if not within the settlement						
	Less than 3miles			10		
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
					0	
Score					20 out of 50	= 40% weighted to 30% = 12%

Lower Ebbw Fach – Swfrydd

Settlement Area: 25 ha

Population Size⁴⁶: 1,537

Age Structure:

Age	Mid-Year Population Estimate 2017	Percentage
Age 0 to 4	103	6.7
Age 5 to 9	101	6.6
Age 10 to 19	178	11.6
Age 20 to 44	471	30.6
Age 45 to 64	419	27.3
Age 65 and over	265	17.2

Source: Nomis Population Estimate 2017

Average age: 39.5 (Blaenau Gwent 41.6)

Welsh Language (Able to speak Welsh) 5.9% (Blaenau Gwent Average 7.8%)

Source: Census 2011

⁴⁶ Nomis Population Estimate 2017

Employment

Economically Active ⁴⁷: 60%

Economically Active in Employment ⁴⁸ : 557 84%

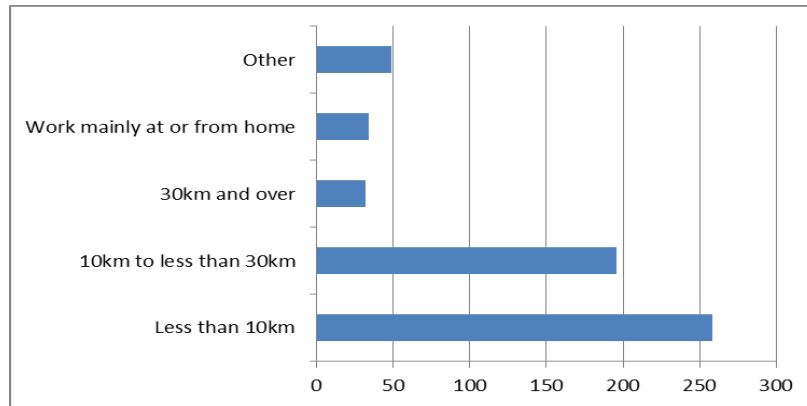
Occupation	Number	Percentage
Managers directors and senior officials	25	4.4
Professional occupations	31	5.5
Associate professional and technical occupations	40	7.0
Administrative and secretarial occupations	44	7.8
Skilled trades occupations	83	14.6
Caring, leisure and other service occupations	67	11.8
Sales and customer service occupations	54	9.5
Process plant and machine operatives	109	19.2
Elementary occupations	114	20.1

Source: Census 2011

Information on Category of work is included with Aberbeeg / Brynithel / Llanhilleth

⁴⁷ ONS Annual Population Survey

⁴⁸ ONS Annual Population Survey

Travel to Work Flows:

Source: Census 2011

Self-Containment

4% Swfrydd residents who are employed work in Swfrydd.

Source: Census 2011

Housing

Households: 725

Ownership not available at this level – already accounted for in the information for Aberbeeg, Bynithel and Llanhilleth.

Dwelling Type	Number	Percentage
Detached	31	4.3
Semi Detached	251	34.6
Terrace	246	33.9
Flat	185	25.5
Shared House	10	1.4
Flat in a commercial building	2	0.3
Caravan	0	0.0

Source: Census 2011

Average house price: £87,500 House Price to Income Ratio: 4.2 (Median 5.2)

Average House Price Source: Nomis 2018 Income Source: CACI

Affordable Housing Need: Not available at this level – already accounted for in the information for Aberbeeg, Bynithel and Llanhilleth.

		Yes	No	Score		Comments
Settlement:		Swffrydd				
Principle 1: Sustainable Transport and Accessibility						
Proximity to Active Travel Routes						
	Several Routes			10		
	One Route	✓		5	5	There is a proposed route which would run to the settlement from an existing route within 1km
	No Route			0		
Walking distance to a higher order settlement via active travel route						
	1.5 miles			1		
Walking distance to a higher order settlement via active travel route						
	2.5 miles			1		
					5	
Bus Services						
	‘Turn up and go’ provision, frequency of approximately every 10 minutes			10		
	Medium frequency of service between 10 -30 minutes.			5		
	Low frequency of service between 31-60 minutes.	✓		3	3	Blackwood-Cwmbran (21) Brynmawr-Cwmbran via Abertillery (X1) Brynmawr-Newport (X15)
	Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).			2		
	Infrequent daily service			1		
	No Service			0		
					3	

		Yes	No	Score		Comments
Rail Service						
	Rail Station in settlement			10		
	Less than 3 miles	✓		5	5	Llanhileth
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Proximity to Strategic Highway Network⁴⁹						
	Less than 3 miles	✓		5	5	A467
	Between 3 miles to 5 miles			1		
	Greater than 5 miles			0		
					5	
Score					18 out of 35	= 51% weighted to 40% = 20.6%
Principle 2: Availability of Facilities and Services						
Location of Facilities and Services						
	Town Centre ⁵⁰			20		
	Local Centre ⁵¹			10		
	Neighbourhood Centre	✓		5	5	(1) Walters Avenue, Swfrydd
					5	
Regular Needs						
	Convenience Store			1-3		
	Other non-food Shop			1-3		
	Post Office	✓		1-3	1	Walters Avenue
	Bank			1-3		
	Petrol Filling Station			1-3		
					1	
Community Facilities						
	Public Hall (including village hall & church hall)	✓		1-3	1	Swfrydd Community Centre

⁴⁹Policy SP6 and Appendix 6 – The Road Hierarchy of the adopted LDP detail those Strategic and Principle routes which comprise the strategic highway network for the purposes of this appraisal

⁵⁰ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

⁵¹ As defined in the adopted LDP Policy SP1 and SP2 – Retail Hierarchy

		Yes	No	Score		Comments
	Library		✓	1-3		
	Place of Worship		✓	1-3		
	Publicly Accessible Open Space	✓		1-3	1	Swfrydd
	Sports Ground (pitch available)		✓	1-3		
	Childs Play Area	✓		1-3	1	Swfrydd
	Youth Club (including scout & guide groups)			1-3		
					3	
Medical Facilities						
	Hospital		✓	1-3		
	GP Surgery	✓		1-3	1	Swfrydd Clinic
	Pharmacy		✓	1-3		
	Dentist		✓	1-3		
					1	
Educational Facilities						
	Nursery School/Playgroup/Toddler Group	✓		1-3	1	Swffryd Sunflowers Playgroup
	Primary School	✓		1-3	1	Swffryd Primary
	Secondary School/Further Education College		✓	1-3		
					2	
	Public House			1-3		
	Tea Shop/café/restaurant		✓	1-3		
					0	
Broadband Connectivity						
	High Connectivity more than 30Mb/s			5		
	Medium Connectivity between 24-30Mb/s	✓		2	2	30Mbps
	Low Connectivity less than			1		

		Yes	No	Score		Comments
	24Mb/s					
					2	
Score				14 out of 103		=13% weighted to 30% = 4.1%
Principle 3: Employment Opportunities						
3a	Protected Employment Site within settlement			20		
					0	
3b	Identified Business/Industrial Sites or Mixed-Use Sites within settlement			20		
					0	
3c	Other Employment Opportunity (B1/B2 use) within settlement			10		
					0	
Proximity to Protected/Identified Employment Site if not within the settlement						
	Less than 3miles	✓		10	10	Glandwr Industrial Estate (EMP2.20)
	Between 3 miles to 5 miles			5		
	Greater than 5 miles			0		
Score				10 out of 50		= 20% weighed to 30% = 6%



Planning Policy Team

Blaenau Gwent County Borough Council
Municipal Offices, Civic Centre
Ebbw Vale, NP23 6XB

Tel: 01495 354740

Email: planningpolicy@blaenau-gwent.gov.uk

Website: www.blaenau-gwent.gov.uk

