

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

LOCAL DEVELOPMENT PLAN (2006-2021)

Roles and Functions of Settlements Paper

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INTRODUCTION

The role of the planning system is to shape our environment, and the Rhondda Cynon Taf Local Development Plan 2006-2021 (LDP) will provide for a new way of planning for the future of the County Borough.

The Preferred Strategy for the LDP sets out the spatial vision and spatial objectives for the County Borough, consistent with national and regional planning policy. The LDP will seek to deliver the objectives set out in the Preferred Strategy through the land-use planning system.

The RCT Preferred Strategy advocates a different approach for development in the north and south of the County Borough. In the North, the emphasis will be on building sustainable communities and halting the process of depopulation and decline. In the South, the emphasis will be on sustainable growth that benefits Rhondda Cynon Taf as a whole.

The strategy identifies principal towns and key settlements and sets out the key role these towns and villages will play in achieving the spatial objectives of the plan.

It is recognised that the principal towns and key settlements play a crucial role in providing services of both local and county importance. The strategy states that where possible, development will be focused on the principal towns and key settlements of the County

Borough in order to support and reinforce the important role these centres play as places for social and economic activity.

The principal towns of Rhondda Cynon Taf, as identified in the Preferred Strategy, are Pontypridd, Aberdare and Llantrisant (including Talbot Green).

The key settlements are identified as Tonypany, Tonyrefail, Treorchy, Mountain Ash, Porth, Ferndale, Llanharan and Hirwaun. These key settlements will act as focal points for growth in Rhondda Cynon Taf over the plan period.

The purpose of this Background Paper is to demonstrate why these towns and villages have been identified as principal towns and key settlements and sets out the methodology used to develop the settlement hierarchy.

To do this, the Background Paper will outline:

- **What are ‘sustainable’ settlements and the settlement hierarchy of Rhondda Cynon Taf** including the roles and functions that define principal towns, key settlements, and local and neighbourhood centres;
- **The methodology used to record the services/facilities/uses** that identify principal towns, key settlements, and local and neighbourhood centres;
- **A record of the services/facilities/uses** that define the principal towns, key settlements, and local and neighbourhood centres of Rhondda Cynon Taf;
- **The role in the Wider Region** including regional initiatives and town centre strategies planned or in place for the principal towns and key settlements of Rhondda Cynon Taf.

SUSTAINABLE SETTLEMENTS

Planning shapes the places where people live and work. Good planning ensures that the right development is built in the right place and at the right time. It makes a positive difference to peoples lives and helps to deliver homes, jobs and better opportunities for all, whilst protecting and enhancing the natural and historic environment, and conserving the countryside and open spaces that are vital resources for everyone.

Poor planning can result in a legacy for current and future generations of run-down town centres, unsafe and dilapidated housing, lack of access to essential services and facilities, crime and disorder, and the loss of our finest countryside to development.

Good planning is a positive and proactive process, operating in the public interest through a system of plan preparation and control over the development and use of land. Sustainable development and the creation of sustainable settlements, is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations.

What makes a sustainable settlement?

Sustainable settlements are places where people can live and work with access to the essential services and

facilities they need. They should not place undue demands on valuable resources, such as land or energy.

Key requirements of sustainable settlements are:

- A strong local economy to provide jobs and wealth;
- A safe and healthy local environment with well-designed public and green space;
- Sufficient size, scale and density, and the right layout to support basic amenities and minimise use of resources (including land);
- Good public transport and other transport infrastructure both within the settlement and linking it to urban, rural and regional centres;
- Buildings – both individually and collectively – that can meet different needs over time, and that minimise the use of resources;
- A well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes;
- Good quality local public services, including education and training opportunities, health care and community facilities, especially for leisure;
- A diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it;
- Links with the wider regional, national and international community; and
- A range of mixed-use developments.

Sustainable Settlements and the LDP

Settlements that are sustainable are better places for our future generations. The LDP will aim to ensure that new development is located in those settlements that currently display the attributes of sustainable settlements. Furthermore, through delivering appropriate forms of new

development in the right locations, the LDP will aim to improve the sustainability of existing settlements.

The identification of sustainable settlements within the County Borough and their ability to accommodate new development is at the heart of the Preferred Strategy. In identifying principal towns and key settlements, the Council has sought to identify towns and villages that can accommodate new development in a sustainable manner.

It is recognised that there is a need to provide housing in less strategic settlements, such as key settlements, to enhance and maintain their sustainability. This should include, particularly in smaller settlements, a consideration towards the relationship between settlements. This is to ensure that growth is distributed in a way that supports informal social support networks, assists people to live near their work, supports local services, minimises environmental impacts and, where possible, encourage environmental benefits. It is considered that such circumstances will be limited and will be based on specific local needs.

Climate Change

The Council want to create more 'sustainable' settlements in the County Borough as they contribute to cutting carbon emissions from focusing new development in locations with good public transport accessibility and/or by means other than the private.

SETTLEMENT HIERARCHY

All settlements are unique and each settlement in Rhondda Cynon Taf has its own role and function. To ensure that new development is located in the most sustainable locations and supports the Council's aim of improving the sustainability of the County Borough's settlements, the Settlement Hierarchy of the Borough had to be identified. Through identifying the Settlement Hierarchy it allowed for the principal towns and key settlements of the County Borough to be classified

The combined effect of this approach helps to support the vitality and viability of town centres, maximise the reuse of previously developed land, minimise the need to travel, protect the character of villages and maintain the vitality of rural communities.

To establish the settlement hierarchy of the County Borough, towns and villages were classified according to their roles and functions, and the principal towns, key settlements, and local and neighbourhood centres subsequently identified. This approach helped to avoid creating a hierarchy of settlements based solely on population size.

The establishment of the roles and functions of each settlement in the County Borough, through the Settlement Hierarchy, is important given that the policy approach and level of appropriate development for each settlement is determined by its role and function.

A methodology was developed which allowed for the settlements within the County Borough to be categorised according to their roles and functions. An explanation of the methodology used to identify the settlement hierarchy of the County Borough can be found in Appendix 1.

Higher and lower-level function categories were chosen to identify the principal towns, key settlements, and local and neighbourhood centres of the County Borough. These were collated together to form a matrix to consistently record the main roles and functions of each settlement in Rhondda Cynon Taf. A template of the matrix used can be found in Appendix 3.

Appendices 4 – 17 contain the completed matrixes for each settlement assessed in determining the principal towns, key settlements, and local and neighbourhood centres of the County Borough.

By assessing the completed matrixes, this allowed for the identification of the settlements that achieved the highest to lowest scores. This resulted in the establishment of the Settlement Hierarchy of Rhondda Cynon Taf.

The roles and functions of principal towns, key settlements, and local and neighbourhood centres are discussed in greater detail in the following section.

The settlement hierarchy in Rhondda Cynon Taf is as follows:

- **Principal Towns:**
- Aberdare
- Llantrisant (including Talbot Green)
- Pontypridd

- **Key Settlements:**
- Ferndale
- Hirwaun
- Llanharan
- Mountain Ash
- **Other Settlements:**
- Rhigos
- Penywaun
- Cwmbach
- Aberaman South
- Penrhwceiber
- Abercynon
- Ynysybwl
- Treherbert
- Pentre
- Maerdy
- Ystrad
- Tylorstown
- Ynyshir
- Cymmer
- Glyncoch
- Hawthorn
- Taffs Well
- Porth
- Tonypany
- Tonyrefail
- Treorchy
- Church Village
- Efail Isaf
- Beddau
- Llanharry
- Gilfach Goch
- Coed-Ely
- Groes-Faen
- Pen-Y-Coedcae
- Talygarn
- Ynysmaerdy
- Brynsadler
- Penrhiw-fer
- Edmondstown
- Cilfynydd
- Rhydyfelin
- Ton-Teg
- Llantwit Fardre

It is important to give a clear definition of the terms 'principal town', 'key settlement' and 'local and neighbourhood centres', and the roles that each category perform.

PRINCIPAL TOWNS

Principal towns are the most important settlement in the settlement hierarchy as they offer a wide range of important community, health, leisure, retail, employment and residential services. They tend to have a net inflow of commuters drawn mostly from the surrounding area.

Principal towns have:

- A good level of self-sufficiency and self-containment;
- Good strategic road and public transport connections with the region and country;
- Significant residential populations; and
- The ability to provide major employment, retail, educational, health, leisure and community facilities.

Development that takes place in principal towns should be sustainable, and of a scale which is consistent with the existing character and functions of the settlement, and setting in the landscape. Development within principal towns should also support local services and the social and economic well-being of communities.

The distribution of development to principal towns should be considered in the context of various factors including:

- The relative 'rankings' of principal towns in terms of their 'sustainability';

- The availability of previously developed land within a town for redevelopment; and
- The availability of 'greenfield' sites within and around a town.

It is also important to note that the failure to provide additional, and retain existing employment opportunities to match any growth in housing development, is likely to result in an increased need to travel for work, thus reducing the 'sustainability' of a principal town. The success of a principal town in terms of its 'sustainability' will improve life in smaller rural/valleys communities as access to services is likely to improve.

The focus for principal towns should be to create affordable, sustainable, and attractive places to live; and to provide a good choice of education facilities (including higher-education facilities) and transport connections to and from job and services, including for example health, when they are not locally available.

In terms of retail, principal towns role should be to act as sub-regional centres. For example, the principal towns of Rhondda Cynon Taf are expected to serve the residents of the Cynon Valley in the case of Aberdare, the Ely and Rhondda Fawr valleys in the case of Llantrisant, and the Taff and Rhondda Fach valleys in the case of Pontypridd. The emphasis in the principal towns regarding retail will be on a balance between comparison and convenience shopping.

Principal towns respective roles are as centres for employment, shopping and services with large hinterlands.

KEY SETTLEMENTS

Key settlements are located after principal towns in the settlement hierarchy, and are naturally geographically smaller. By definition, key settlements benefit from a range of services and facilities, functions and locational relationships. Their respective roles are as local centres for employment, shopping and services which allow for a limited amount of additional development to be accommodated.

The key settlement centres of Rhondda Cynon Taf are expected to act as district retail centres, where the emphasis will be on convenience shopping with an element of day-to-day comparison shopping. Key settlement status also relates to the population size of a settlement as well as its function.

Although their population sizes are smaller than principal towns, they can roughly be twice the size of surrounding towns and villages. Consequently, the concentration of development in key settlements can help alleviate the pressure for development in principal towns and facilitate efficiencies in public and private service provision. This reinforces the emphasis on sustainable development where the placing of housing close to services and employment centres, such as principal towns, should be aimed at reducing the usage of private transport.

The geographical location of a key settlement to a principal town makes them centres of commercial and

community importance, thus favourable locations for development.

Continued economic development in key settlements is essential to address specific issues and deliver appropriate levels of local job creation and provide people with local opportunities so as not to fuel unsustainable travel patterns.

Key settlements also represent a resource for local and neighbourhood centres and can offer the nearest shopping centre and location of secondary education and health facilities for many residents living in local and neighbourhood centres.

The services that define a key settlement include:

- The availability of a school (primary and secondary);
- The availability of a Post Office service;
- The Proximity to an 'A' classification road highway network; and
- Frequent public transport (train and bus services).

The facilities that define a key settlement include:

- A convenience store;
- A GP Practice;
- A3 Use (A public house; Restaurant, Takeaway);
- A Place of Worship; and
- A Public Library.

It is important to note that the allocation of an appropriate site for development within a key settlement may provide the necessary stimulus, or incentive, to provide additional services/facilities in a key settlement. Hence, the determination of the scale of development in principal towns and key settlements should have regard to local circumstances.

This includes:

- Local housing need;
- The availability of employment opportunities, shops and commercial and public services;
- The capacity of existing and potential infrastructure;
- The availability of previously-developed land and buildings; and
- The presence of environmental constraints.

LOCAL AND NEIGHBOURHOOD CENTRES

Local and neighbourhood centres are found after key settlements in the settlement hierarchy as their overall sustainability level is affected by a number of factors. These are as follows:

- Not having a train station;
- Having poor accessibility;
- Having topographical issues; and
- Having limited strategic relationships and roles with other local/neighbourhood centres.

The role of local and neighbourhood centres are to provide small-scale convenience (food) shopping that collectively, helps to sustain the wider rural community. Local and neighbourhood centres are suitable for accommodating limited residential and other types of development.

Local circumstances will inform the determination of the scale of the housing allocations and type of development in the Local and Neighbourhood Centres of the County Borough. These may include:

- The presence of environmental constraints;
- Opportunities for enhancing the character of each settlement; and
- The potential for securing improvements to local services and facilities.

The focus of development in local and neighbourhood centres should be on assisting diversification, whilst at the same time protecting the countryside. Such developments could include the re-use of existing buildings for employment uses that support the needs of agriculture, or promote sustainable tourism.

For local and neighbourhood centres where development is considered appropriate, settlement boundaries should be allocated. Where settlement boundaries are not allocated, development should be restricted to that associated with agriculture or forestry activities.

The main objectives in identifying local and neighbourhood centres are:

- To provide for increased levels of affordable housing;
- To protect and enhance their role as local employment centres by safeguarding sites that provide opportunities for local businesses to develop and expand; and
- To retain and reinforce their role in helping to meet the needs of local communities by preventing the loss of existing facilities and services, and allowing for appropriate provision of additional facilities and services.

THE WIDER REGION

It is important to emphasize that a selection of Rhondda Cynon Taf's principal towns and key settlements figure in the regional dimension of South East Wales, and that there are initiatives/strategies in place for their enhancement.

People, Places, Futures - The Wales Spatial Plan (Adopted 2004)

The Wales Spatial Plan provides a framework for the future spatial development of Wales. Rhondda Cynon Taf along with the neighbouring authorities of Cardiff, Bridgend, Merthyr Tydfil, Caerphilly and the Vale of Glamorgan has been identified as part of the South East – Capital Network Zone. The vision for the Capital Network is:

“An innovative skilled area offering a high quality of life - international yet distinctively Welsh. It will compete internationally by increasing its global viability through stronger links between the Valleys and the coasts and the UK and Europe, helping spread prosperity within the area and benefiting other parts of Wales”.

With regard to the South Wales Valleys, the Wales Spatial Plan asserts that:

“Additional regeneration opportunities exist in the key centres of Pontypridd to promote wider

community regeneration and provide essential links between the coastal belt and Heads of the Valleys corridor”.

It is envisaged by the Wales Spatial Plan that the Heads of the Valleys corridor will be strengthened as an attractive location for people to live and for investment. It is also hoped that it will secure a more balanced prosperity across the area. The development of linkages with neighbouring settlements such as Merthyr Tydfil and Brynmawr, in the case of Aberdare and Hirwaun, are seen as being key in ensuring that benefits are spread throughout the wider area.

South East Wales - The Capital Network Area Interim Statement for the South East Wales Spatial Plan Area (2007)

The South East Wales - Area Interim Statement (AIS) provides progress updates for the spatial plan area based on what has been successfully agreed by partners to date. They also form the basis of the formal consultation on the Wales Spatial Plan Update which takes place every year.

There are four key sub-headings contained within the AIS, which relate to the principal towns and key settlements of Rhondda Cynon Taf. They are:

- Area Vision and Overview
- Building Sustainable Communities
- Promoting A Sustainable Economy
- Respecting Distinctiveness

The AIS identifies 14 hub settlements as having a critical role to play in the success of the South East region of Wales. These include the three principal towns of RCT.

The AIS highlights that these principal towns will provide the central framework around which high capacity sustainable transport links will be developed. In addition, a wide range of services will be delivered locally within the principal towns to reduce the overall need to travel.

The Llantrisant area has seen major growth over the past 30 years and the AIS recognises that designating the area as a principal town will allow a greater coherence to be brought to the area, and public transport to be strengthened. The AIS stresses that further development in the area will need to be carefully judged to ensure that excessive strain is not placed on transport links, and that the environmental impact is carefully assessed.

The AIS stresses that principal towns need a high quality civic environment, with quality buildings and spaces, nurturing a sense of civic identity and community. Furthermore, that the presence of minority ethnic communities in South-East Wales needs to be embraced for the positive part they can play in this vision.

'Turning Heads... A Strategy for the Heads of the Valleys 2020' (June 2006)

Turning Heads – A Strategy for the Heads of the Valleys 2020 outlines a strategy for regenerating the northern Valley areas of South East Wales. In Rhondda Cynon Taf the strategy area includes Treorchy, Treherbert, Ferndale, Mountain Ash and Aberdare.

The objectives of the programme reflect those of the Wales Spatial Plan in seeking to ensure:

- An attractive and well used natural, historic and built environment;
- A vibrant economic landscape offering new opportunities;
- A well educated, skilled and healthier population;
- An appealing and coherent tourism and leisure experience, and
- Public confidence in a shared bright future

Investment in the first three years will focus upon:

- Major environmental ('landscape-scale') projects (2006/07)
- Renewal of key town centres (2007/08) (including RCT's key settlement of Mountain Ash)
- Development of the tourism and leisure offer (2008/09)

The Strategy has been developed around 12 Strategic Programmes (SP) which demonstrate how the Strategy's five priority themes will be achieved. The SP that has a direct impact on one of RCT's key settlements is SP 2:

- **SP2:** A Perception Changing Landscape. With stakeholders, a number of key strategic landscape-scale environmental enhancements will be developed and implemented, concentrating on key corridors and gateways such as the A465 (T) Heads of the Valleys Road, and approaches to the key settlement of Hirwaun.

EU Convergence Funding 2007-13 (2007)

The Convergence programme for West Wales and the Valleys comprises funding from two European Structural Funds: the European Regional Development Fund (ERDF) and the European Social Fund (ESF).

Approximately £856 million of ERDF funds will help progress the region's transformation into a sustainable and competitive economy by investing in the knowledge economy and helping new and existing businesses to grow.

It will also focus on regenerating Wales' most deprived communities, tackling climate change and improving transport. Some £570 million from the ESF will be used to tackle economic inactivity, increase skills and employment. Together, the funds will total more than £1.4 billion of Convergence spending, which, combined with match funding, will drive a total investment of £3.2 billion in the region.

The EU Convergence Funding framework identifies a number of projects that have been outlined and submitted for funding through the Convergence Programme, and are linked to a number of the principal towns and key settlements of RCT. They are as follows:

- **Aberdare** - The physical regeneration of the town centre.
- **Ferndale** - Town centre regeneration and Maerdy road development.
- **Mountain Ash** – Town centre and Business Park regeneration, and A Cross Valley Link.
- **Pontypridd** – The deliverance of key schemes within the Pontypridd Regeneration strategy.

- **Tonyrefail** - Car parking facilities and public realm improvement within the town centre, and the incorporation of a life long community centre within the leisure centre.
- **Treorchy** – The improvement of Stag Square, provision of a new car park, and relocation of pedestrian crossings and bus stops.

A Better Life – Our Community Plan 2001 - 2014

A Better Life - Our Community Plan sets out a framework for creating a brighter future for everyone who lives and works in Rhondda Cynon Taff. The plan was developed through the Better Life Consortium, during 2003/2004. The Community Plan identifies 5 key themes under which are a series of local level aims. The key themes are:

- Safer Communities
- Our Living Space
- Our Health and Well Being
- Boosting Our Local Economy
- Learning for Growth

The key themes identified in the Community Plan have been developed into strategies for improving the quality of life in RCT. Town centres are considered as part of the Boosting Our Local Economy theme and contained within the Economic Regeneration Strategy (2004-2014). As a result, the principal towns and key settlements of Rhondda Cynon Taf are linked to the Economic Regeneration Strategy.

TOWN CENTRE STRATEGY SUMMARIES

Rhondda Cynon Taf County Borough Council has commissioned studies for a number of its principal towns and key settlements. These help to form the evidence base for the LDP and help guide the development required to encourage regeneration of these centres.

The town centre strategies available for the principal towns and key settlements of Rhondda Cynon Taf are summarised below. Additional information on the town centre strategies is supplied in Appendix 2.

Ferndale - The Ferndale Town Centre Regeneration Strategy (2006)

The Ferndale strategy sets out the need for regeneration of Ferndale town centre:

“Ferndale is a vibrant and attractive settlement that still retains the integrity of much of its historical built form. The regeneration must deliver a town that is economically sustainable, attractive to its residents, easily accessible and welcoming to surrounding communities and visitors, and prepared to face the challenges and change possible in the future.”

Priorities and actions include:

- Town centre parking, servicing and pedestrian environment enhancement;
- Enhancing Gateways;

- Town centre Enhancements;
- Darran park enhancements;
- Commercial Improvement Area (CIA);
- Improve parking facilities; and
- Gaps in teeth.

Llantrisant – Llantrisant Old Town Regeneration Strategy (2005)

The Strategy’s vision for Llantrisant’s Old Town Centre is to create:

“A vibrant town centre that is renowned for its historic interest, high quality environment, attractive shops, places to eat and visit, while being an accessible, safe and successful place in which to live and carry out business.”

The Regeneration Strategy asserts that the vision will be realised by:

- Protecting and positively utilising cultural heritage assets;
- Creating a dynamic and high-quality mixed-use town centre;
- Improving the movement network to facilitate access; and
- Improved cultural and community amenities.

Revised Mountain Ash – Town Centre Regeneration Study (2008)

The regeneration objectives, outlined in the Mountain Ash Town Centre Regeneration Strategy (2002), have been updated by the 2008 Strategy.

The objectives of the Strategy include to:

- Promote integrated sustainable transport networks around the main train line;
- Recognise and promote the town’s identity;

- Create a diverse and inviting town centre with a good quality environment;
- Improve easy access into surrounding countryside;
- Encourage greater community involvement;
- Create conditions that nurture a diverse town centre catchment area;
- Improve accessibility between valley sides and accessibility of employment sites;
- Improve road safety around the town centre;
- Safeguard and create jobs;
- Encourage a healthier lifestyle, encourage walking and cycling;
- Improvement of commercial facilities and less vacancies;
- Provision of new or improved community facilities; and
- Establish a monitoring mechanism that makes regeneration sustainable in the long run.

Pontypridd – Regeneration Strategy (2005)

The vision of the Regeneration Strategy is to make Pontypridd the economic hub and driving force for the whole of Rhondda Cynon Taf, a gateway for new investment, innovation and sustainable development.

The main aims that arise from the strategy are to make Pontypridd more:

- Convenient
- Accessible

- Safe
- Comfortable; and
- Memorable

Tonyrefail – Town Centre Regeneration Strategy (2006)

The Vision for Tonyrefail Town Centre, as outlined in the Regeneration Strategy, is to create:

“ A high quality town centre environment with services and facilities for the local community, easily accessible by all modes of transport as well as a safe and successful place to live, work and carry out business”.

The Regeneration Strategy maintains that the vision will be realised through:

- Ensuring the town has a strong shopping and service centre; and
- Supporting the well being of the town, and by creating a high quality, safe and accessible town centre environment.

Treorchy Town Centre Redevelopment (2005)

The Regeneration Strategy for Treorchy Town Centre establishes a vision for Treorchy that addresses issues surrounding new development opportunities within and around the town centre, enhancement of the retail centre of the town and the full range of transportation issues affecting the town.

Prioritised actions to underpin the strategy includes:

- Providing a town centre shoppers car park;

- Enhancement of the area around the train station and reducing traffic congestion at the Stag Square junction;
- Traffic management measures;
- Improve pedestrian and cyclist routes and facilities;
- The use of a one way system through residential streets between the river and Bute Street; and
- Enhance the public transport.

APPENDIX 1– Identification of the Settlement Hierarchy

Methodology

From the classification of services and facilities that define principal town and key settlements, the categories to be utilised in the recording of Rhondda Cynon Taf's principal towns and key settlements were decided upon.

The chosen categories were collated together to form two sub-categories: higher-level and lower-level function categories. They were put together to form a matrix to consistently record the main functions of each settlement.

The higher-level function categories were used to distinguish the principal towns from the key settlements of the County Borough. For example, the settlements that achieved the highest scores on the higher-level and lower-level function categories were identified as the principal towns of the County Borough. Those settlements that achieved the lower scores on the higher-level function categories but scored high on the lower-level function categories, were identified as the key settlements of the County Borough.

The use of the higher-level function categories allowed for the identification of settlements that could attract new investment, provide housing, and sustainable development, i.e. principal towns. The lower-level function categories did not provide such information.

The higher-level function categories used were:

- **Transport connections**; for example the road network surrounding the settlement and the rail and bus services supplying the settlement. This was so to assess the accessibility of each settlement and its sustainability regarding the use of public over private transport.
- **Housing Completion figures**. These were used to consider the amount of housing that could be delivered by each settlement.
- **An approximate figure of the amount of available/ taken-up allocated employment land**. This was used to assess the level of employment opportunities that could be provided by each settlement.

The lower-level categories were utilised not only to help identify the principal towns, but also to help distinguish the key settlements from the local and neighbourhood centres of the County Borough. For example, the settlements that received the lowest scores on the lower-level function categories were classified as the local and neighbourhood centres of the County Borough (with three exceptions which are discussed below).

The lower-level categories used were:

- **Services**. For example: the availability of primary and secondary schools; a Post Office service; the proximity to an 'A' classification road network; and rail and bus services.
- **Facilities**. For example: a convenience shop; A3 use facility (e.g. Public House, restaurant, takeaway); GP practice; public library; a place of worship.
- **The opportunity for sustainable growth**.

As the Cynon and Rhondda Valleys' settlements are of high density and geographically laid out in a linear direction, coalescence exists between the settlements. As a result the most efficient method of assessing the settlements was on a ward-by-ward basis.

The Taf Ely settlements however, have evolved in a more sporadic manner. As a result, the settlements that have no coalescence with other settlements or settlement boundaries were assessed individually.

Identification of the County Borough's Principal Towns, Key Settlements, and Local and Neighbourhood Centres

From the matrixes produced, and based on the highest scores for the higher-level functions, the principal towns of Rhondda Cynon Taf were identified as Aberdare, Llantrisant (including Talbot Green) and Pontypridd. It should be noted that the reason Pontypridd performs poorly on the 'Housing Completion Figures' category is because of topographical constraints.

From evaluating the remaining matrixes, eight settlements were identified as achieving high scores on the lower-level function categories but lower scores on the higher-level functions when compared to the three principal towns of the County Borough. As a result, these eight settlements were identified as the Key Settlements of the County Borough.

There are exceptions: these are Llanharan and Tonyrefail as their housing completion figures can be ranked 2nd

and 3rd highest respectively out of the principal towns and key settlements of the County Borough. However, Tonyrefail does not have a train station. As a result, this affects its sustainability ranking and possible standing as a principal town. Llanharan does not have a secondary school. Consequentially, this affects its possible standing as a principal town given that when compared to the three chosen principal towns of the County Borough, they all have secondary schools or a university.

The key settlements of Rhondda Cynon Taf are identified as being: Ferndale, Hirwaun, Llanharan, Mountain Ash, Porth, Tonypandy, Tonyrefail and Treorchy.

From evaluating the local and neighbourhood centre matrixes (which can be found in Appendices 15 – 17), the centres of Beddau, Church Village and Cilfynydd achieve a 100% ranking and could be considered to be Key Settlements. However, as the three settlements lack a train station, have poor access routes, have topographical issues, and lack relationships and roles with other local and neighbourhood centres of the County Borough, their sustainability levels are affected. As a result, the settlements are unsuitable for large-scale development and classified as local and neighbourhood centres of the County Borough.

The settlement of Hirwaun (Appendix 8) can also be identified as not having a train station or a secondary school. However, as Hirwaun can be accessed via three 'A' classification road networks, notably the A465 (Heads of the Valleys), the settlement is more attractive and suitable for development on a large-scale and has the opportunity to grow sustainably.

It is important to note that because the majority of the local and neighbourhood centres of the County Borough failed to out-score the key settlements on the lower-level function categories, they were not assessed against the higher-level function categories. The reason being it was

unlikely they would out-score or equal the principal towns higher-level function scores given that they failed to equal the key settlements lower-level function scores.

The principal towns and key settlements of the County Borough have the opportunity to become attractive and affordable places for people from across South East Wales to live, work and visit. By doing this, they can help stem the tide of population loss and attract major investment to the region. The majority of new development in the County Borough needs to be focused at these strategically significant settlements in a way that is sustainable and encourages a better balance between homes and jobs.

Employment and housing growth will be concentrated in the principal towns and key settlements in order for the maximum economic and regeneration benefits to be realised, ensuring the development of more balanced, sustainable settlements.

Targeted programmes and policies from Rhondda Cynon Taf's LDP will be important to boost the appeal and viability of these towns and their links with each other and the rest of the South East Wales region.

APPENDIX 2 – Town Centre Strategies

Ferndale - The Ferndale Town Centre Regeneration Strategy (2006)

The Ferndale strategy sets out the need for regeneration of this centre:

“Ferndale is a vibrant and attractive settlement that still retains the integrity of much of its historical built form. The regeneration must deliver a town that is economically sustainable, attractive to its residents, easily accessible and welcoming to surrounding communities and visitors, and prepared to face the challenges and change possible in the future.”

Priorities and actions include:

- Transport - identified the need to provide a relief road linking Station Road with the Oaklands Business Park to alleviate town centre congestion and reduce the number of pedestrian and vehicular accidents in this area. As a result of this town centre parking, servicing and pedestrian environment could be enhanced.
- Enhancing Gateways - includes proposals to create a greater sense of ‘entrance’ to Ferndale with artworks and new signage designed in collaboration with local schools
- Town centre Enhancements - generally to improve the public environment to create a more uniform and attractive town centre for residents and

visitors. Proposals include the provision of a new ‘occasional’ space in front of the doctor’s surgery for public use.

- Darran park enhancements - focusing on raising awareness of the park, its lake and historic woodland the recommendations include enhancing trails, providing play facilities for all age groups and providing a new ‘green’ pavilion to provide a range of improved facilities including a café.
- Commercial Improvement Area (CIA) - proposals to improve the appearance of buildings and focus on new uses to provide economic sustainability for the town centre.
- Improve parking facilities - considers a range of locations and provisions for improved parking including providing up to 50 spaces in Lime Street.
- Gaps in teeth - a proposal to retain one of the undeveloped sites along Dyffryn Road and provide a new public space to include a new bus stop, CCTV, seating, planting and high quality hard and soft landscaping.

Llantrisant – Llantrisant Old Town Regeneration Strategy (2005)

The Strategy’s vision for Llantrisant’s Old Town centre is to create:

“A vibrant town centre that is renowned for its historic interest, high quality environment, attractive shops, places to eat and visit, while being an accessible, safe and successful place in which to live and carry out business.”

The Regeneration Strategy asserts that the vision will be realised by:

- Protecting and positively utilising cultural heritage assets;
- Creating a dynamic and high-quality mixed-use town centre;
- Improving the movement network to facilitate access; and

- Improved cultural and community amenities.

The key issues for Llantrisant Old Town are summarised by the Regeneration Strategy under the following headings:

- Heritage;
- Public Realm;
- Tourism; and
- Movement

- Heritage

- Llantrisant has several attractive listed buildings, some of which have recently been sensitively restored with sympathetic reinstatement of key features.
- There are some negative examples of inappropriate use of render, insensitively designed UPVC windows, illuminated signage and metal shutters which detract from the historic character of the Conservation area.
- The Conservation Area boundary currently includes the whole settlement, including the modern housing estate and The Common to the north. This does not accurately reflect the extent of the historic core.
- Greater enforcement is needed within the core of the Conservation Area.
- The castle (a scheduled ancient monument) is an important heritage asset but is in a poor state of repair.

- Public Realm

- The quality of the public realm is relatively good throughout the historic core, but is marred in places by derelict/ vacant properties insensitively designed or tatty elevations and shop fronts, unattractive “wirescape”, poorly maintained, narrow or discontinuous footpaths and cluttered street furniture, abundant double-yellow lines, utilitarian lighting and signage, and problems with the stone pitching giving way to utilitarian concrete block-work and inappropriate detailing.
- Many of the vacant buildings have potential for alternative re-use.
- Parts of the historic core should be repaved in traditional, natural materials that reflect the historic character of the Conservation Area.

- Tourism

- The Model House has been a successful catalyst for stimulating the establishment of quality craft shops, eating establishments and specialist retailing in the town centre.
- Llantrisant has potential to further develop as a day visitor attraction for both residents and tourists staying in the County Borough and adjoining areas, with the planned temporary expansion of the Model House to the old Victorian school and attractive heritage features.
- There is little heritage interpretation information available and the historic archive/exhibition information currently available (such as at the Model House) is not widely known or easily accessible to visitors.

- Movement

- Key problems are associated with traffic congestion problems along high street and Heol –Y-Sarn; narrow, discontinuous and steep

pavements, restricted on-street car parking; problematic junctions, cluttered directional signage and restricted pedestrian mobility.

- However many of these elements currently act as natural traffic calming features.

Revised Mountain Ash – Town Centre Regeneration Study (2008)

The regeneration objectives, outlined in the Mountain Ash Town Centre Regeneration Strategy (2002), have been updated by the recent regeneration strategy (2008). The original objectives were to:

- Improve accessibility between valley sides and accessibility of employment sites from the city centre;
- Improve road safety, especially around the town centre
- Safeguard and create jobs;
- Encourage a healthier lifestyle, encourage walking and cycling;
- Improvement of commercial facilities and less vacancies;
- Provision of new or improved community facilities; and
- Establish a monitoring mechanism that makes regeneration sustainable in the long run.

The objectives added by the recent strategy include to:

- Promote integrated sustainable transport networks around the main train line;
- Recognise and promote the town's identity and create an image for Mountain Ash that is distinctive from other Valley Towns;
- Create a diverse and inviting town centre with a good quality environment that is attractive for residents and visitor;
- Improve easy access into surrounding countryside which benefits residents and is attractive to visitors;
- Encourage greater community involvement particularly from those stakeholders with a direct interest in the town centre; and
- Create conditions that nurture a diverse town centre catchment area, such as diversity in the housing stock, mixed uses and excellent pedestrian links.

Pontypridd – Regeneration Strategy (2005)

The vision of the Regeneration Strategy is to make Pontypridd the economic hub and driving force for the whole of Rhondda Cynon Taf, a gateway for new investment, innovation and sustainable development.

The main aims that arise from the strategy are to make Pontypridd:

- Convenient – Making it easier to park, live, work or shop in the centre;
- Accessible - by removing the congestion with a radical new traffic management regime;
- Safe - by rationalising traffic circulation; enhancing pedestrian facilities/surfaces, improving signage, lighting and security surveillance;

- Comfortable - by providing shelter from the elements and creating public spaces and streets, which are enjoyable and stimulating; and
- Memorable - by reinforcing Pontypridd's sense of 'place': working with its current physical assets (park, river, railway, etc) and the character of its historic physical fabric to create a place which visitors will want to return to again and again.

It also identifies key projects such as:

- Angharad walk development;
- Taff Street;
- Penuel Square;
- The indoor market/ old town hall site;
- CRS/Co-op site Mill Street;
- St Catherine's corner;
- Gelliwastad Road;
- Lido/Arena;
- Sardis Road;
- Millfield site; and
- Pontypridd Rugby Club.

The recommendations made by the study include the promotion of:

- Removing uncertainty;
- Confidence;
- Good prospects;
- Engaging with the private sector;
- Infrastructure;

- Glamorgan University;
- Creative culture;
- Events;
- Tourism (Ynysangharad Park);
- Public realm; and
- Catalysts

Tonyrefail – Town Centre Regeneration Strategy (2006)

The overall strategy for regeneration within Tonyrefail takes account of the issues, constraints and opportunities identified through the appraisal and consultation process carried out as part of the Regeneration Strategy. The main issues that arise in the Strategy focus on the condition and deterioration of the town centre including its buildings and streetscape.

Opportunities include to:

- Utilise certain redundant buildings for future use;
- Develop the site of the former pallet warehouse off Mill Street;
- Provide youth facilities in the vicinity of the leisure centre and Rhondda bowl;
- Alter the junction layout on The Square, dependant on future developments elsewhere in the town; and
- Improve the quality and design of commercial frontages and open spaces along the main shopping streets

The Vision for Tonyrefail Town Centre, as outlined in the Regeneration Strategy, is to create:

“ A high quality town centre environment with services and facilities for the local community, easily accessible by all modes of transport

as well as a safe and successful place to live, work and carry out business”.

The Regeneration Strategy maintains that the vision will be realised through:

- Ensuring the town has a strong shopping and service centre; and
- Supporting the well being of the town, and by creating a high quality, safe and accessible town centre environment.

Treorchy Town Centre Redevelopment (2005)

The Regeneration Strategy for Treorchy Town Centre establishes a vision for Treorchy that addresses issues surrounding new development opportunities within and around the Town Centre, enhancement of the retail centre of the town and the full range of transportation issues affecting the town.

Prioritised actions to underpin the strategy includes:

- Providing a town centre shoppers car park;
- Enhancement of the area around the train station and reducing traffic congestion at the Stag Square junction;
- Traffic management measures to remove the vehicle pedestrian conflicts and help reduce traffic congestion and speed;

- Improve pedestrian and cyclist routes and facilities, including providing additional pedestrian crossing points along the High Street and Bute Street;
- The use of a one way system through residential streets between the river and Bute Street to return traffic to the main road in Bute Street to the north of Stag Square; and
- Enhance the public transport provision to ensure bus stops are sited in the most appropriate locations.

APPENDIX 3– The Roles and Functions of Settlements Matrix

<u>ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX</u>	
<p>Settlement: _____</p> <p>Area Strategy: North / South</p>	<p>Population: _____</p>
<p style="text-align: center;"><u>HIGHER-LEVEL FUNCTIONS</u></p> <p><u>Transport Connections</u></p> <p>Road Network: _____</p> <p>Rail Service: _____</p> <p>Bus Services: <u>Week day bus</u> <u>Week eve bus</u> <u>Sat day bus</u> <u>Sat eve bus</u> <u>Sun day bus</u> <u>Sun eve bus</u> <u>Other:</u></p> <p><u>Housing Completion Figures</u> Housing Completed Between 30/6/2004–1/4/2007: _____</p> <p><u>Employment Opportunity</u> _____</p> <p>Allocated Employment Land Area Taken Up: _____ (Approx)</p> <p>Allocated Employment Land Area Remaining: _____ (Approx)</p>	<p style="text-align: center;"><u>LOWER-LEVEL FUNCTIONS</u></p> <p><u>Services</u></p> <p>School – Primary: <u>Yes/ No</u> Secondary: <u>Yes/ No</u></p> <p>Post-Office Service: <u>Yes/ No</u></p> <p>Proximity to an ‘A’ Classification Road Network: <u>Yes/ No</u></p> <p>Rail Service: _____</p> <p>Bus Services: <u>Week day bus</u> <u>Sun day bus</u> <u>Week eve bus</u> <u>Sun eve bus</u> <u>Sat day bus</u> <u>Other:</u> <u>Sat eve bus</u></p> <p><u>Facilities</u></p> <p>Convenience Store: <u>Yes/ No</u> GP Practice: Yes / No</p> <p>A3 Use (Pub; Rest; Takeaway): <u>Yes / No</u> Public Library: Yes / No</p> <p>Place of Worship: <u>Yes / No</u></p> <p>The opportunity for sustainable growth: _____</p>

APPENDIX 4 – Aberdare Matrix

ROLES AND FUNCTIONS OF SETTLEMENTS MATRIXSettlement: Aberdare (East, West/Llwydcoed, Aberaman North)Population: 20,948Area Strategy: North / South**HIGHER-LEVEL FUNCTIONS****Transport Connections**Road Network: Access via A4059.Rail Service: To and from Cardiff.

Bus Services: Week day bus ✓ (Veolia & Stage Coach)
Week eve bus ✓ (Nat. Express, Veolia & Stage Coach)
Sat day bus ✓ (Veolia & Stage Coach)
Sat eve bus ✓ (Nat. Express, Veolia & Stage Coach)
Sun day bus ✓ (Veolia)
Sun eve bus ✓ (Nat. Express & Veolia)
Other:

Housing Completion FiguresHousing Completed Between 30/6/2004–1/4/2007: 252**Employment Opportunity**Allocated Employment Land Area Taken Up:
0 Ha (Approx)Allocated Employment Land Area Remaining:
3.39 Ha (Approx)**LOWER-LEVEL FUNCTIONS****Services**School- *Primary*: Yes/ No*Secondary*: Yes/ NoPost-Office Service: Yes/ NoProximity to an 'A' Classification Road Network: Yes/ No**Rail Service:**

Bus Services: Week day bus
Week eve bus
Sat day bus
Sat eve bus

Sun day bus
Sun eve bus
Other:

FacilitiesConvenience Store: Yes/ No

GP Practice:

Yes / No

A3 Use (Pub; Rest; Takeaway):

Yes / No

Public Library:

Yes / NoPlace of Worship: Yes / No**The opportunity for sustainable growth:**There are 29 candidate sites in the locality, providing a total of over 97 Ha of land for possible development.

APPENDIX 5 – Llantrisant Matrix

<u>ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX</u>	
Settlement: <u>Llantrisant (Llantrisant Town, Talbot Green, Pontyclun)</u> Population: <u>12,456</u> Area Strategy: <u>North/ South</u>	
<p style="text-align: center;"><u>HIGHER-LEVEL FUNCTIONS</u></p> <p><u>Transport Connections</u> Road Network: <u>Access via A4119.</u></p> <p>Rail Service: <u>Settlement is on the Swansea to Cardiff main line service and local service to and from Pontyclun.</u></p> <p>Bus Services: <u>Week day bus</u> ✓ (Veolia & Stage Coach) <u>Week eve bus</u> ✓ (Veolia & Stage Coach) <u>Sat day bus</u> ✓ (Veolia & Stage Coach) <u>Sat eve bus</u> ✓ (Veolia & Stage Coach) <u>Sun day bus</u> ✓ (Veolia) <u>Sun eve bus</u> ✓ (Veolia) <u>Other:</u></p> <p><u>Housing Completion Figures</u> Housing Completed Between 30/6/2004–1/4/2007: <u>742</u></p> <p><u>Employment Opportunity</u> Allocated Employment Land Area Taken Up: <u>21.52 Ha (Approx)</u></p> <p>Employment Land Area Remaining: <u>9.08 Ha (Approx)</u></p>	<p style="text-align: center;"><u>LOWER-LEVEL FUNCTIONS</u></p> <p><u>Services</u> School - Primary: <u>Yes/ No</u> Secondary: <u>Yes/ No</u></p> <p>Post-Office Service: <u>Yes/ No</u></p> <p>Proximity to an ‘A’ Classification Road Network: <u>Yes/ No</u></p> <p>Rail Service:</p> <p>Bus Services: <u>Week day bus</u> <u>Sun day bus</u> <u>Week eve bus</u> <u>Sun eve bus</u> <u>Sat day bus</u> <u>Other:</u> <u>Sat eve bus</u></p> <p><u>Facilities</u> Convenience Store: <u>Yes/ No</u> GP Practice: <u>Yes / No</u></p> <p>A3 Use (Pub; Rest; Takeaway): Public Library: <u>Yes / No</u> <u>Yes / No</u></p> <p>Place of Worship: <u>Yes / No</u></p> <p>The opportunity for sustainable growth: <u>There are 51 candidate sites in the locality, providing a total of over 454 Ha of land for possible development.</u></p>

APPENDIX 6 – Pontypridd Matrix

<u>ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX</u>	
Settlement: <u>Pontypridd (Pontypridd Town, Trallwng, Treforest, Graig, Rhondda)</u> Population: <u>19,126</u>	
Area Strategy: <u>North/ South</u>	
<p style="text-align: center;"><u>HIGHER-LEVEL FUNCTIONS</u></p> <p><u>Transport Connections</u> Road Network: <u>Access via A470.</u></p> <p>Rail Service: <u>To Cynon and Rhondda Valleys, Merthyr and Cardiff.</u></p> <p>Bus Services: <u>Week day bus</u> ✓ (Nat. Express, Veolia Stage Coach) <u>Week eve bus</u> ✓ (Nat. Express, Veolia & Stage Coach) <u>Sat day & Eve bus</u> ✓ (Nat. Express, Veolia & Stage Coach) <u>Sun day & Eve bus</u> ✓ (Nat. Express & Veolia) <u>Other:</u></p> <p><u>Housing Completion Figures</u> Housing Completed Between 30/6/2004–1/4/2007: <u>76</u></p> <p><u>Employment Opportunity</u> Allocated Employment Land Area Taken Up: 6.37 Ha (Approx)</p> <p>Employment Land Area Remaining: 5.93 Ha (Approx)</p>	<p style="text-align: center;"><u>LOWER-LEVEL FUNCTIONS</u></p> <p><u>Services</u> School – Primary: <u>Yes/ No</u> Secondary: <u>Yes/ No (HAS A UNIVERSITY)</u></p> <p>Post-Office Service: <u>Yes/ No</u></p> <p>Proximity to an ‘A’ Classification Road Network: <u>Yes/ No</u></p> <p>Rail Service:</p> <p>Bus Services: <u>Week day bus</u> <u>Sun day bus</u> <u>Week eve bus</u> <u>Sun eve bus</u> <u>Sat day bus</u> <u>Sat eve bus</u> <u>Other:</u></p> <p><u>Facilities</u> Convenience Store: <u>Yes/ No</u> GP Practice: <u>Yes / No</u> A3 Use (Pub; Rest; Takeaway): Public Library: <u>Yes / No</u> <u>Yes / No</u></p> <p>Place of Worship: <u>Yes / No</u></p> <p>The opportunity for sustainable growth: <u>There are 25 candidate sites in the locality, providing a total of over 20 Ha of land for possible development.</u></p>

APPENDIX 7 – Ferndale Matrix

<u>ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX</u>	
<p>Settlement: <u>Ferndale</u></p> <p>Area Strategy: <u>North / South</u></p>	<p>Population: <u>4,419</u></p>
<p style="text-align: center;"><u>HIGHER-LEVEL FUNCTIONS</u></p> <p><u>Transport Connections</u> Road Network: <u>Access via A4233.</u></p> <p>Rail Service: <u>No train station.</u></p> <p>Bus Services: <u>Week day bus</u> ✓ (Veolia & Stage Coach) <u>Week eve bus</u> ✓ (Veolia & Stage Coach) <u>Sat day bus</u> ✓ (Veolia & Stage Coach) <u>Sat eve bus</u> ✓ (Veolia & Stage Coach) <u>Sun day bus</u> ✓ (Veolia & Stage Coach) <u>Sun eve bus</u> ✓ (Veolia & Stage Coach) <u>Other:</u></p> <p><u>Housing Completion Figures</u> Housing Completed Between 30/6/2004–1/4/2007: <u>6</u></p> <p><u>Employment Opportunity</u> Allocated Employment Land Area Taken Up: <u>No allocated employment land (Approx ha)</u> Employment Land Area Remaining: <u>No allocated employment land (Approx ha)</u></p>	<p style="text-align: center;"><u>LOWER-LEVEL FUNCTIONS</u></p> <p><u>Services</u> School – Primary: <u>Yes/ No</u> Secondary: <u>Yes/ No</u></p> <p>Post-Office Service: <u>Yes/ No</u></p> <p>Proximity to an ‘A’ Classification Road Network: <u>Yes/ No</u></p> <p>Rail Service:</p> <p>Bus Services: <u>Week day bus</u> <u>Sun day bus</u> <u>Week eve bus</u> <u>Sun eve bus</u> <u>Sat day bus</u> <u>Other:</u> <u>Sat eve bus</u></p> <p><u>Facilities</u> Convenience Store: <u>Yes/ No</u> GP Practice: <u>Yes / No</u></p> <p>A3 Use (Pub; Rest; Takeaway): Public Library: <u>Yes / No</u> <u>Yes / No</u></p> <p>Place of Worship: <u>Yes / No</u></p> <p>The opportunity for sustainable growth: <u>There are 3 non strategic candidate sites in the locality proving 4.7 Ha of land.</u></p>

APPENDIX 8 – Hirwaun Matrix

ROLES AND FUNCTIONS OF SETTLEMENTS MATRIXSettlement: HirwaunPopulation: 3,995Area Strategy: North / South**HIGHER-LEVEL FUNCTIONS****Transport Connections****Road Network:** Access via A4059; A465 and A406.**Rail Service:** No train station.

Bus Services: Week day bus ✓ (Stage Coach)
Week eve bus ✓ (Stage Coach)
Sat day bus ✓ (Stage Coach)
Sat eve bus ✓ (Stage Coach)
Sun day bus ✓ (Glamorgan Bus & Coach)
Sun eve bus ✓ (Glamorgan Bus & Coach)
Other:

Housing Completion Figures**Housing Completed Between 30/6/2004–1/4/2007:** 187**Employment Opportunity****Allocated Employment Land Area Taken Up:**
100.3 Ha (Approx)**Employment Land Area Remaining:**
6.46 Ha (Approx)**LOWER-LEVEL FUNCTIONS****Services****School:** - **Primary:** Yes/ No**Secondary:** Yes/No (Ysgol Gyfun Rhydywaun located 0.79 miles away)**Post-Office Service:** Yes/ No**Proximity to an 'A' Classification Road Network:** Yes/ No**Rail Service:**

Bus Services: Week day bus
Week eve bus
Sat day bus
Sat eve bus

Sun day bus
Sun eve bus
Other:

Facilities**Convenience Store:** Yes/ No**GP Practice:**
Yes / No**A3 Use (Pub; Rest; Takeaway):**
Yes / No**Public Library:**
Yes /No**Place of Worship:** Yes / No**The opportunity for sustainable growth:**There are 15 non strategic candidate sites in the locality proving 31.36 Ha of land.

APPENDIX 9 – Llanharan Matrix

<u>ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX</u>	
<p>Settlement: <u>Llanharan (Llanharan, Brynnau)</u></p> <p>Area Strategy: <u>North / South</u></p>	<p>Population: <u>7,104</u></p>
<p style="text-align: center;"><u>HIGHER-LEVEL FUNCTIONS</u></p> <p><u>Transport Connections</u> Road Network: <u>Access via A473.</u></p> <p>Rail Service: <u>To Bridgend, Cardiff, Cheltenham Spa, and Maesteg.</u></p> <p>Bus Services: <u>Week day bus</u> ✓ (Veolia & Stage Coach) <u>Week eve bus</u> ✓ (Veolia & Stage Coach) <u>Sat day bus</u> ✓ (Veolia & Stage Coach) <u>Sat eve bus</u> ✓ (Veolia & Stage Coach) <u>Sun day bus</u> ✓ (EST Bus Ltd) <u>Sun eve bus</u> ✓ (EST Bus Ltd) <u>Other:</u></p> <p><u>Housing Completion Figures</u> Housing Completed Between 30/6/2004–1/4/2007: <u>404</u></p> <p><u>Employment Opportunity</u> Allocated Employment Land Area Taken Up: <u>67 Ha (Approx)</u> Employment Land Area Remaining: <u>25 Ha (Approx)</u></p>	<p style="text-align: center;"><u>LOWER-LEVEL FUNCTIONS</u></p> <p><u>Services</u> School - Primary: <u>Yes/ No</u> Secondary: <u>Yes/ No</u></p> <p>Post-Office Service: <u>Yes/ No</u></p> <p>Proximity to an ‘A’ Classification Road Network: <u>Yes/ No</u></p> <p>Rail Service: Bus Services: <u>Week day bus</u> <u>Sun day bus</u> <u>Week eve bus</u> <u>Sun eve bus</u> <u>Sat day bus</u> <u>Other:</u> <u>Sat eve bus</u></p> <p><u>Facilities</u> Convenience Store: <u>Yes/ No</u> GP Practice: <u>Yes / No</u> <u>Yes / No</u> A3 Use (Pub; Rest; Takeaway): Public Library: <u>Yes / No</u> <u>Yes / No (Mobile Lib)</u></p> <p>Place of Worship: <u>Yes / No</u></p> <p>The opportunity for sustainable growth: <u>There are 11 non strategic candidate sites in the locality proving 68.04 Ha of land.</u></p>

APPENDIX 10 – Mountain Ash Matrix

<u>ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX</u>	
Settlement: <u>Mountain Ash (East and West)</u>	
Area Strategy: <u>North / South</u>	
Population: <u>7,039</u>	
<u>HIGHER-LEVEL FUNCTIONS</u>	<u>LOWER-LEVEL FUNCTIONS</u>
<u>Transport Connections</u>	<u>Services</u>
Road Network: <u>Access via A4059.</u>	School - Primary: <u>Yes/ No</u>
Rail Service: <u>To and from Aberdare and Cardiff.</u>	Secondary: <u>Yes/ No</u>
Bus Services: <u>Week day bus</u> ✓ (Veolia)	Post-Office Service: <u>Yes/ No</u>
<u>Week eve bus</u> ✓ (Veolia)	Proximity to an ‘A’ Classification Road Network: <u>Yes/ No</u>
<u>Sat day bus</u> ✓ (Veolia)	Rail Service:
<u>Sat eve bus</u> ✓ (Veolia)	Bus Services: <u>Week day bus</u>
<u>Sun day bus</u> ✓ (Veolia)	<u>Week eve bus</u>
<u>Sun eve bus</u> ✓ (Veolia)	<u>Sat day bus</u>
<u>Other:</u>	<u>Sat eve bus</u>
<u>Housing Completion Figures</u>	<u>Facilities</u>
Housing Completed Between 30/6/2004–1/4/2007: <u>39</u>	Convenience Store: <u>Yes/ No</u>
<u>Employment Opportunity</u>	GP Practice:
Allocated Employment Land Area Taken Up:	<u>Yes / No</u>
<u>13.18 Ha (Approx)</u>	Public Library:
Employment Land Area Remaining:	<u>Yes / No</u>
<u>1.02 Ha (Approx)</u>	Place of Worship: <u>Yes / No</u>
	The opportunity for sustainable growth:
	<u>There are 5 non strategic candidate sites in the locality proving 9.71 Ha of land.</u>

APPENDIX 11 – Porth Matrix

<u>ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX</u>	
<p>Settlement: <u>Porth</u></p> <p>Area Strategy: <u>North / South</u></p>	<p>Population: <u>5,944</u></p>
<p style="text-align: center;"><u>HIGHER-LEVEL FUNCTIONS</u></p> <p><u>Transport Connections</u></p> <p>Road Network: <u>Access via A4058, A4233 and A4255.</u></p> <p>Rail Service: <u>To and from Treherbert and Cardiff.</u></p> <p>Bus Services: <u>Week day bus</u> ✓ (Stage Coach) <u>Week eve bus</u> ✓ (Stage Coach) <u>Sat day bus</u> ✓ (Stage Coach) <u>Sat eve bus</u> ✓ (Stage Coach) <u>Sun day bus</u> ✓ (Veolia & Stage Coach) <u>Sun eve bus</u> ✓ (Veolia & Stage Coach) <u>Other:</u></p> <p><u>Housing Completion Figures</u></p> <p>Housing Completed Between 30/6/2004–1/4/2007: <u>55</u></p> <p><u>Employment Opportunity</u></p> <p>Allocated Employment Land Area Taken Up: 0.8 Ha (Approx)</p> <hr/> <p>Employment Land Area Remaining: 0.6 Ha (Approx)</p>	<p style="text-align: center;"><u>LOWER-LEVEL FUNCTIONS</u></p> <p><u>Services</u></p> <p>School - Primary: <u>Yes/ No</u> Secondary: <u>Yes/ No</u></p> <p>Post-Office Service: <u>Yes/ No</u></p> <p>Proximity to an ‘A’ Classification Road Network: <u>Yes/ No</u></p> <p>Rail Service:</p> <p>Bus Services: <u>Week day bus</u> <u>Sun day bus</u> <u>Week eve bus</u> <u>Sun eve bus</u> <u>Sat day bus</u> <u>Other:</u> <u>Sat eve bus</u></p> <p><u>Facilities</u></p> <p>Convenience Store: <u>Yes/ No</u> GP Practice: <u>Yes / No</u></p> <p>A3 Use (Pub; Rest; Takeaway): <u>Yes / No</u> Public Library: <u>Yes / No</u></p> <p>Place of Worship: <u>Yes / No</u></p> <p>The opportunity for sustainable growth: <u>There are 3 non strategic candidate sites in the locality proving 2.32 Ha of land.</u></p>

APPENDIX 12 – Tonypany Matrix

ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX**Settlement:** Tonypany (Tonypany, Cwm Clydach, Penygraig, Trelaw, Llwynypia)**Population:** 18,697**Area Strategy:** North / South**HIGHER-LEVEL FUNCTIONS****Transport Connections****Road Network:** Access via A4199 and A4058.**Rail Service:** To and from Treherbert and Cardiff.

Bus Services: Week day bus ✓ (Veolia & Stage Coach)
Week eve bus ✓ (Veolia & Stage Coach)
Sat day bus ✓ (Veolia & Stage Coach)
Sat eve bus ✓ (Veolia & Stage Coach)
Sun day bus ✓ (Veolia & Stage Coach)
Sun eve bus ✓ (Veolia & Stage Coach)
Other:

Housing Completion Figures**Housing Completed Between 30/6/2004–1/4/2007:** 54**Employment Opportunity**

Allocated Employment Land Area Taken Up:
No allocated employment land Ha (Approx)

Employment Land Area Remaining:
No allocated employment land Ha (Approx)

LOWER-LEVEL FUNCTIONS**Services****School - Primary:** Yes/ No**Secondary:** Yes/ No**Post-Office Service:** Yes/ No**Proximity to an 'A' Classification Road Network:** Yes/ No**Rail Service:**

Bus Services: Week day bus
Week eve bus
Sat day bus
Sat eve bus

Sun day bus
Sun eve bus
Other:

Facilities**Convenience Store:** Yes/ No**GP Practice:**
Yes / No**A3 Use (Pub; Rest; Takeaway):**
Yes / No**Public Library:**
Yes / No**Place of Worship:** Yes / No**The opportunity for sustainable growth:**There are 20 candidate sites in the locality, proving a total of over 19 Ha of land possible for development.

APPENDIX 13 – Tonyrefail Matrix

ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX

Settlement: Tonyrefail (East and West)

Population: 11,035

Area Strategy: North / South

HIGHER-LEVEL FUNCTIONS

Transport Connections

Road Network: Access via A4061, A4058 and A4119.

Rail Service: No train station.

Bus Services: Week day bus ✓ (Veolia)
Week eve bus ✓ (Veolia)
Sat day bus ✓ (Veolia)
Sat eve bus ✓ (Veolia)
Sun day bus ✓ (Veolia & Stage Coach)
Sun eve bus ✓ (Veolia & Stage Coach)
Other:

Housing Completion Figures

Housing Completed Between 30/6/2004–1/4/2007: 372

Employment Opportunity

Allocated Employment Land Area Taken Up:
4.39 Ha (Approx)

Employment Land Area Remaining:
56.91 Ha (Approx)

LOWER-LEVEL FUNCTIONS

Services

School - Primary: Yes/ No
Secondary: Yes/ No

Post-Office Service: Yes/ No

Proximity to an ‘A’ Classification Road Network: Yes/ No

Rail Service:

Bus Services: <u>Week day bus</u>	<u>Sun day bus</u>
<u>Week eve bus</u>	<u>Sun eve bus</u>
<u>Sat day bus</u>	<u>Other:</u>
<u>Sat eve bus</u>	

Facilities

Convenience Store: <u>Yes/ No</u>	GP Practice: <u>Yes / No</u>
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A3 Use (Pub; Rest; Takeaway): <u>Yes / No</u>	Public Library: <u>Yes / No</u>
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Place of Worship: Yes / No

The opportunity for sustainable growth:

There are 36 candidate sites in the locality, proving a total of over 192 Ha of land for possible development.

APPENDIX 14 – Treorchy Matrix

ROLES AND FUNCTIONS OF SETTLEMENTS MATRIX**Settlement:** Treorchy (including Cwm Parc and Ynys-wen)**Population:** 8,105**Area Strategy:** North / South**HIGHER-LEVEL FUNCTIONS****Transport Connections****Road Network:** Access via A4058, A4233 and A4255.**Rail Service:** To and from Treherbert and Cardiff.**Bus Services:** Week day bus ✓ (Stage Coach)Week eve bus ✓ (Stage Coach)Sat day bus ✓ (Stage Coach)Sat eve bus ✓ (Stage Coach)Sun day bus ✓ (Stage Coach)Sun eve bus ✓ (Stage Coach)Other:**Housing Completion Figures****Housing Completed Between 30/6/2004–1/4/2007:** 23**Employment Opportunity****Allocated Employment Land Area Taken Up:**
0.63 Ha (Approx)**Employment Land Area Remaining:**
1.05 Ha (Approx)**LOWER-LEVEL FUNCTIONS****Services****School – Primary:** Yes/ No**Secondary:** Yes/ No**Post-Office Service:** Yes/ No**Proximity to an ‘A’ Classification Road Network:** Yes/ No**Rail Service:****Bus Services:** Week day busWeek eve busSat day busSat eve busSun day busSun eve busOther:**Facilities****Convenience Store:** Yes/ No**GP Practice:**Yes / No**A3 Use (Pub; Rest; Takeaway):**Yes / No**Public Library:**Yes / No**Place of Worship:** Yes / No**The opportunity for sustainable growth:**There are 9 non strategic candidate sites in the locality proving 17.55 Ha of land.

APPENDIX 15 – Local and Neighbourhood Centre Matrix: Cynon

LOCAL AND NEIGHBOURHOOD CENTRE IDENTIFIER										
Settlements	School		Place of Worship	Post- Office Service	Public Transport	Convenience Store	GP Prac.	A3 Use	Public Library	Prox.To 'A' Road
	Prim.	Sec								
CYNON										
RHIGOS (Rhigos, Cefn Rhigos)	●		●	●	● (Bus)	●		●		
PENYWAUN (Penywaun)	●	●	●	●	● (Bus)	●		●		●
CWMBACH (Cwmbach)	●		●	●	● (Bus)	●	●	●	●	●
ABERAMAN SOUTH (Godreaman, Cwmaman, Abercwmbol)	●		●	●	● (Bus)	●	●	●		
PENRHIWCEIBER (Penrhwceiber, Perthcelyn)	●		●	●	● (Bus & Train)	●	●	●	●	
ABERCYNON (Tyntetown, Bryntirion, Ynysboeth, Pontcynon, Abercynon)	●		●	●	● (Bus & Train)	●	●	●	●	●
YNYSYBWL (Ynysybwl)	●		●	●	● (Bus)	●	●	●	●	

APPENDIX 16 – Local and Neighbourhood Centre Matrix: Rhondda

LOCAL AND NEIGHBOURHOOD CENTRE IDENTIFIER										
Settlements	School		Place of Worship	Post-Office Service	Public Transport	Convenience Store	GP Prac.	A3 Use	Public Library	Prox. To 'A' Road
	Prim.	Sec								
RHONDDA										
TREHERBERT (Blaenrhondda, Blaencwm, Treherbert, Tynewydd, Pen-yr-Englyn)	●		●	●	● (Bus & Train)	●	●	●	●	●
PENTRE (Ton Pentre, Pentre)	●		●	●	● (Bus & Train)	●	●	●	●	●
MAERDY (Maerdy)	●		●	●	● (Bus)	●	●	●	●	●
YSTRAD (Gelli, Ystrad)	●		●	●	● (Bus & Train)	●	●	●		●
TYLORSTOWN (Tylorstown, Penrhys, Stanleytown, Pont-y-gwaith)	●		●	●	● (Bus)	●	●	●	●	●

LOCAL AND NEIGHBOURHOOD CENTRE IDENTIFIER										
Settlements	School		Place of Worship	Post-Office Service	Public Transport	Convenience Store	GP Prac.	A3 Use	Public Library	Prox.To 'A' Road
	Prim.	Sec								
<u>RHONDDA</u>										
YNYSHIR (Ynyshir, Wattstown)	●		●	●	● (Bus)	●	●	●	●	●
CYMMER (Cymmer, Trehafod, Trebanog, Glynfach, Britannia)	●	●	●	●	● (Bus)	●	●	●		●

APPENDIX 17 – Local and Neighbourhood Centre Matrix: Taf Ely

LOCAL AND NEIGHBOURHOOD CENTRE IDENTIFIER										
Settlements	School		Place of Worship	Post- Office Service	Public Transport	Convenience Store	GP Prac.	A3 Use	Public Library	Prox.to 'A' Road
	Prim.	Sec								
TAF ELY										
GLYNCOCH (Glyncoch)	●		●	●	● (Bus)	●	●	●	●	
CILFYNYDD (Cilfynydd)	●	●	●	●	● (Bus)	●	●	●	●	●
RHYDYFELIN (Rhydyfelin, Fforestnewydd)	●	●			● (Bus)	●			●(*1)	
HAWTHORN (Upper Boat, Hawthorn)	●	●	●	●	● (Bus)	●	●	●		●
TAFFS WELL (Nantgarw, Taffs Well)	●		●	●	● (Bus and Train)	●	●	●	●	●
TON-TEG (Ton-teg)	●			●	● (Bus)	●	●	●		●
LLANTWIT FARDRE	●		●	●	● (Bus)	●		●		●

For the purpose of this paper, those categories with (*1) are classed as Rhydyfelin as Rhydyfelin is included within the property title.

LOCAL AND NEIGHBOURHOOD CENTRE IDENTIFIER										
Settlements TAF ELY	School		Place of Worship	Post- Office Service	Public Transport	Convenience Store	GP Prac.	A3 Use	Public Library	Prox.to 'A' Road
	Prim.	Sec								
CHURCH VILLAGE (Church Village, Upper Church Village, Dyffryn Dowlais)	●	●	●	●	● (Bus)	●	●	●	●	●
EFAIL ISAF			●	●	● (Bus)	●		●		
BEDDAU (Beddau, Brynteg, Tynant)	●	●	●	●	● (Bus)	●	●	●	●	●
LLANHARRY (Llanharry)	●	●	●	●	● (Bus)	●	●	●	●	
GILFACH GOCH (Gilfach Goch, Hendreforgan)	●		●	●	● (Bus)	●	●	●		●
COED-ELY					● (Bus)					●
GROES-FAEN			●		● (Bus)			●		●
PEN-Y-COEDCAE					● (Bus)			●		
TALYGARN			●		● (Bus)					●

LOCAL AND NEIGHBOURHOOD CENTRE IDENTIFIER										
Settlements	School		Place of Worship	Post- Office Service	Public Transport	Convenience Store	GP Prac.	A3 Use	Public Library	Prox.to 'A' Road
	Prim.	Sec								
TAF ELY					● (Bus)					●
BRYNSADLER					● (Bus)			●		●
PENRHIW-FER	●		●		● (Bus)			●		●
EDMONDSTOWN					● (Bus)			●		

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