VALE OF GLAMORGAN

REPLACEMENT LOCAL DEVELOPMENT PLAN

2021 - 2036

Regional Collaboration with RCT, Cardiff and Bridgend

November 2025

BACKGROUND PAPER - BP20A

RLDP CDLN

VALE of GLAMORGAN BRO MORGANNWG

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Executive Summary

i. This paper provides a summary of the regional collaboration undertaken by the Vale of Glamorgan Council with its neighbouring Local Authorities – Rhondda Cynon Taf County Borough Council, Cardiff Council, and Bridgend County Council. The purpose of this paper is to ensure that the Replacement Local Development Plan (RLDP) has been informed by regional working and is compatible and complementary to the LDPs of neighbouring authorities.

ii. The paper demonstrates VOG's commitment to a regional approach towards housing and employment growth provision. This commitment is evidenced by active participation in key regional planning groups, specifically the South East Wales Strategic Planning Group (SEWSPG) and the South East Wales Planning Officers' Group (SEWPOS), which has resulted in several contributions to the preparation of the RLDP.

iii. This includes regional projects, such as a Regional Assessment of Future Growth and Migration for the Cardiff Capital Region (CCR), which assessed the job and population growth potential for the CCR to determine how local planning authorities can contribute to this growth and align with national planning policy. A Regional Strategic Flood Consequences Assessment has also been produced through the regional planning groups. Common methodologies have also resulted from engagement in the regional planning groups, covering key topic areas such as green wedge identification, sustainable settlement appraisals, and development viability models.

iv. Joint Position Statements (JPS) have been prepared with neighbouring authorities, attached in the appendices of this paper. These Statements consider several key cross-boundary relationships, such as population projections, housing requirements, commuting patterns and employment land provision. Collectively, the findings of each JPS consider that the housing and employment growth strategy of the Vale's RLDP is complementary and compatible with the RLDPs of its neighbouring local authorities, and vice versa.

v. In doing so, the paper addresses the RLDP's performance against the *Test of Soundness 1: Does the Plan Fit? – Is it compatible with he plans of neighbouring authorities*.

Contents

1 Introduction

1.1 The Summary of Regional Collaboration is one of several background documents prepared as part of the evidence base to support the Vale of Glamorgan Replacement Local Development Plan (RLDP). This Paper forms an important part of the RLDP evidence base, providing a summary of regional collaboration that has taken place to prepare and inform the RLDP. The paper ensures that a regional approach between the Vale of Glamorgan (VOG) and its neighbouring local authorities has been taken towards the provision of housing and employment growth.

1.2 The preparation of a Local Development Plan (LDP) requires compliance with the statutory Tests of Soundness, as required by section 64 of The Planning and Compulsory Purchase Act 2004. The purpose of this paper is to detail the ways in which regional collaboration has informed the RLDP, therefore addressing the Test of Soundness 1: Does the Plan Fit? – Is it compatible with the plans of neighbouring authorities.

1.3 VOG is located along the South Wales coast, west of Bridgend, east of Cardiff and south of Rhondda Cynon Taf. To meet this statutory requirement, the Council has formally agreed on and prepared Joint Position Statements (JPS) with each of its three adjacent LPAs:

- **Appendix A:** Joint Position Statement – Vale of Glamorgan Council and Cardiff Council.
- **Appendix B:** Joint Position Statement – Vale of Glamorgan Council and Bridgend County Borough Council.
- **Appendix C:** Joint Position Statement – Vale of Glamorgan Council and Rhondda Cynon Taf County Borough Council.

1.4 These appended statements assess key cross-boundary relationships including but not limited to population and migration, housing requirements, commuting patterns and employment land provision. Collectively, the findings of each JPS consider that the housing and employment growth strategies of the VOG RLDP are complementary and compatible with those of its neighbouring LPAs, and vice versa, thereby successfully addressing the Test of Soundness 1.

1.5 Section 2 of this paper establishes the planning policy and legislation context for regional planning and collaborative working, covering any relevant national and regional policy and guidance. Section 3 summarises the evidence of regional collaborative working in preparing the RLDP, covering regional projects and regionally agreed methodologies for topics such as development viability, employment land, affordable housing and green wedges. The paper then concludes before presenting the appended JPSs.

2 Policy and Legislation Context

2.1 The RLDP has been prepared within the context of national policy and legislation designed to ensure sustainable, integrated and collaborative planning. The compatibility of the RLDP with national and regional plans and policy is a statutory requirement, forming the core justification for the cross-boundary work detailed in this paper.

The Well-being of Future Generations (Wales) Act 2015

2.2 The Well-being of Future Generations (Wales) Act gained Royal Assent in April 2015 and came into force on 1st April 2016. The Act strengthens existing governance arrangements for improving the well-being of Wales by ensuring that sustainable development is at the heart of the work carried out by government and public bodies.

2.3 The Act sets out seven national well-being goals for Wales to improve the well-being of communities and achieve the Wales we want for our future generations. The well-being goals for Wales are consistent with the United Nations 2030 Agenda for Sustainable Development which sets out 17 Sustainable Development Global Goals. The seven national well-being goals for Wales are set out below:

- **A prosperous Wales** - An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work

- **A resilient Wales** - A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic, and ecological resilience and the capacity to adapt to change (for example climate change).

- **A healthier Wales** - A society in which people’s physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

- **A more equal Wales** - A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).

- **A Wales of cohesive communities** - Attractive, viable, safe, and well-connected communities.

- **A Wales of vibrant culture and thriving Welsh language** - A society that promotes and protects culture, heritage, and the Welsh language, and which encourages people to participate in the arts, sports and recreation.

- **A globally responsive Wales** - A nation which, when doing anything to improve the economic, social, responsive Wales environmental, and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

2.4 The Act also sets out five ways of working needed for public bodies to achieve the seven well-being goals: (1) Long-term; (2) Integration; (3) Involvement; (4) Collaboration; and (5) Prevention.

<u>The Planning (Wales) Act 2015</u>

2.5 The Planning (Wales) Act received Royal Assent in July 2015 and came into force in stages between October 2015 and January 2016. As well as a series of legislative changes to deliver reform of the planning system in Wales, the Act introduced a legal basis for the preparation of a National Development Framework (referred to as Future Wales – the National Plan 2040) and Strategic Development Plans (SDPs).

<u>The Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021</u>

2.6 The Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021 establishes the procedural requirements for the preparation, monitoring and review of Strategic Development Plans (SDPs). The Regulations were laid on 22nd March 2021 and will come into force on 28th February 2022, the date by which CJCs became fully operational.

2.7 The SDP Regulations reflect the main stages of Plan preparation and review requirements outlined in the LDP Regulations. They provide details about the key stages, procedures and consultation arrangements that must be followed by Corporate Joint Committees (CJCs) when preparing an SDP. They also set out the requirements for the preparation, examination, monitoring and revision of SDPs and associated matters. The Regulations also set out the provisions for the content, availability, and publication of documents.

<u>The Planning and Compulsory Purchase Act 2004</u>

2.8 The Planning and Compulsory Purchase Act 2004 makes provision relating to spatial development and town and country planning, and the compulsory acquisition of land. Section 64 of the Act established the requirement for LPAs to submit their LDP for an independent examination in order to determine whether the plan meets the statutory requirements and is considered ‘sound’.

Future Wales: The National Plan 2040

2.9 Future Wales establishes a three-tier development plan system, with Future Wales sitting alongside PPW to form the national tier, the highest tier of the development plan. SDPs cover the regional and sub-regional tier, and Local Development Plans cover the local tier.

2.10 Future Wales sets a mandate for regional planning through the requirement of Strategic Development Plans (SDPs). These SDPs are statutory, regional development plans prepared collaboratively by a CJC to address large-scale, cross-boundary strategic matters such as housing and infrastructure within a designated region.

2.11 Future Wales requires the delivery of an SDP covering the South East Wales region. This region will cover the LPAs of Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen, Vale of Glamorgan and part of Bannau Brycheniog National Park.

2.12 LDPs must be in conformity with the Future Wales and their relevant SDP. In the absence of an adopted SDP, LDPs must demonstrate how the regional policies in Future Wales have been considered and how they conform with Future Wales and PPW.

2.13 Future Wales identifies three National Growth Areas where growth in employment, housing and infrastructure will be targeted. These include 1) Cardiff, Newport and the Valleys; 2) Swansea Bay and Llanelli; and, 3) Wrexham and Deeside. Policy 34 of Future Wales also introduces the requirement for the South East Wales SDP to identify a green belt to the north of Cardiff, Newport and the eastern part of the region, to manage urban form and growth.

2.14 The strategic diagram for the South East Wales region is provided in Figure 1, illustrating the general locations of the 'Cardiff, Newport and the Valleys' National Growth Area and the Green Belt.

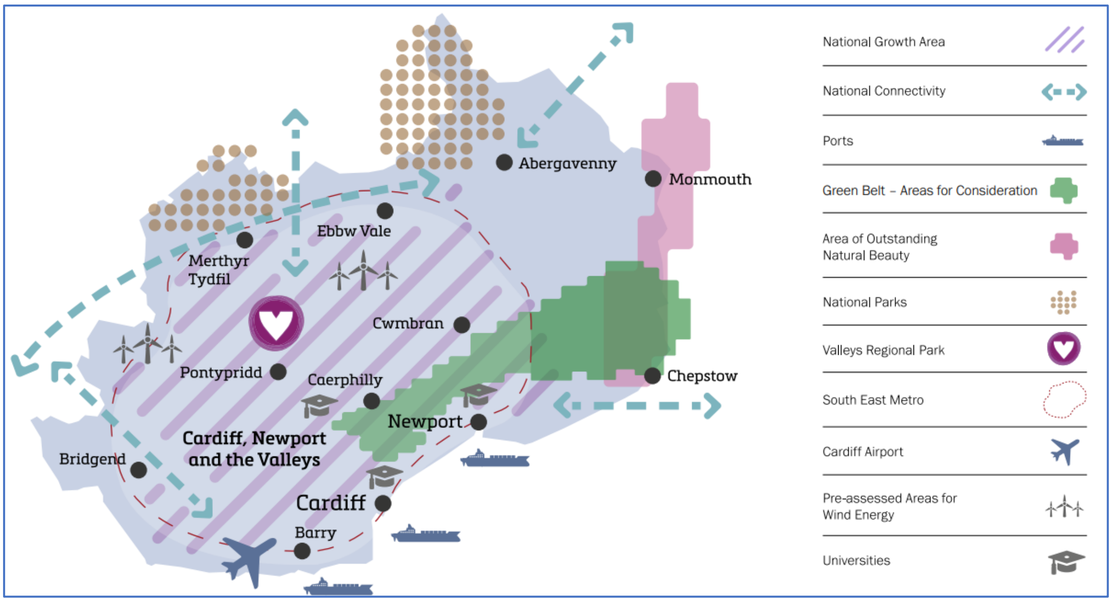

Figure 1: Regional Strategic Diagram.

Source: Future Wales 2040 The National Plan.

Development Plans Manual (Edition 3)

2.15 The Development Plans Manual (DPM) offers instructions and guidance for preparing and monitoring development plans. The DPM's core function is to ensure that these development plans are evidence-based, deliverable, and actively promote the Placemaking principles found in Planning Policy Wales (PPW).

2.16 The DPM states that LPAs should demonstrate that they have exhausted all opportunities for joint working and collaboration on both plan preparation and the evidence base. This approach ensures the maximisation of efficiency in evidence gathering, consultation, and cooperation, either through joint tendering or formal working arrangements. The DPM stresses the importance of this for LDPs that share similar preparation timescales and have strong geographical and/or functional linkages. Adherence to this will help satisfy a key test of soundness '*Does the Plan Fit? – Is it compatible with the plans of neighbouring authorities'*.

Planning Policy Wales (Edition 12)

2.17 Planning Policy Wales (PPW) sets out the Welsh Government's national planning policies, provides the guidance on the preparation of local development plans and supports decision making on planning applications. PPW supports the Well-being of Future Generations (Wales) Act 2015, with the overarching theme of sustainable development delivered through the principle of placemaking.

2.18 Regarding collaborative working, PPW states that LPAs must ensure coordinated planning where housing market areas span administrative boundaries. This involves working collaboratively with neighbouring authorities during the formulation of housing requirements and the selection of sites for residential development.

Strategic Development Plan Delivery Agreement

2.19 The formal commencement of the SDP preparation process is marked by the submission and approval of the Delivery Agreement (DA) to Welsh Government. Welsh Government approved the DA on the 20th August 2025. The DA comprises the Community Involvement Scheme and the full Timetable for the SDP preparation. The report details the following key milestones for the DA:

- Preferred Strategy public consultation: April – May 2028
- Deposit Plan public consultation: February – March 2030
- Submission to PEDW (Planning and Environment Decisions Wales) and Welsh Government: December 2030
- Examination: May 2031 – June 2031
- Adoption: December 2031 – January 2032

2.20 The preparation of the SDP is led by the Cardiff Capital Region Corporate Joint Committee, while oversight will be provided by a Strategic Development Sub-Committee. This governance structure includes the establishment of thematic working groups to progress work on specific policy areas, such as housing, infrastructure and the environment.

Regional Transport Plan

2.21 The Cardiff Capital Region (CCR) Regional Transport Plan (RTP) for South East Wales sets out a medium-term strategic vision for the region's ten local authorities, aiming to provide an "*efficient, affordable and low carbon transport network that enhances quality of life... and creates the conditions for shared prosperity*." The plan's aims to make the CCR '*Competitive, Connected, and Resilient*', with a long-term goal of achieving carbon neutrality. This involves a major modal shift to reduce reliance on private cars by promoting active travel for short trips and significantly enhancing public transport. The plan sets specific targets like a 60% reduction in CO2 emissions from road transport by 2035.

2.22 The Regional Transport Delivery Plan (RTDP) outlines the key interventions for 2025-2030. Key priorities include further implementing the existing South Wales Metro project with future phases like the Cardiff Crossrail & Circle, investing in bus priority and electric vehicle (EV) charging infrastructure to support regional decarbonisation, and resolving congestion on major road networks like the M4 and A470. The ways in which the RTDP specifically affects VOG and the neighbouring LPAs is further detailed in the appropriate appendices.

3 Evidence of Regional Collaboration

3.1 The Vale of Glamorgan is a member of a number of collaborative planning groups for local authorities in Wales, such as the South East Wales Strategic Planning Group (SEWSPG), Planning Officers Society Wales (POSW) and South East Wales Planning Officer Society (SEWPOS). SEWSPG and SEWPOS each consist of the 10 local authorities in the CCR plus the relevant part of Bannau Brycheiniog National Park Authority, while POSW is a nation-wide group across Wales.

3.2 SEWSPG is a collaborative group of planning policy lead officers and planning managers, which focuses on high-level alignment and cross-boundary policy issues that affect the South East Wales region. Its primary responsibilities involve considering these policy matters and ensuring strategic policy alignment across each local authority. SEWSPG's work to date may form part of the evidence base for the South East Wales SDP.

3.3 POSW serves a crucial role in maintaining the professional voice and standards for the planning sector. Its primary responsibility is to provide the collective voice for all Chief Planning Officers across Wales, promoting excellence, best practice, and consistency in planning practices. Furthermore, POSW offers a unified front for engaging directly with the Welsh Government, ensuring that the collective experiences and practical needs of local authority planners are effectively represented and considered during the development of new national planning policy. SEWPOS is the South East Wales Planning Officers Society, which considers issues as a regional level.

<u>Regional Assessment of Future Growth and Migration for the Cardiff Capital Region</u>

3.4 The study, commissioned by SEWPOS and SEWSPG, provides a regional assessment of job and population growth potential for the CCR up to 2040, following the same timescale as Future Wales. The study considered the following:

- How each Local Planning Authority (LPA) could contribute towards increasing the number of jobs across the region by 2040.
- How the increase in jobs corresponds with projected growth in the population of individual LPAs and the CCR.
- The migration assumptions underpinning the proposed level of population/jobs growth.
- The potential implications of the spatial distribution of jobs and people on travel patterns.
- How the projected growth in population and jobs aligns with Future Wales 2040 and recently adopted or emerging LDP strategies.

3.5 The report is clear that "*the outputs of this study are intended to sit alongside and complement the individual evidence-based studies developed by the component authorities. The study offers an important opportunity to present a composite and consistent picture, drawing on the latest available data at the time of its commissioning, but is not intended to replace or supersede the detailed consideration of growth potential or the interplay between drivers of population and employment growth prepared by individual authorities*."

3.6 The analysis utilised two main scenarios for future job growth. The Baseline Job Growth scenario suggests a growth of almost 2,500 jobs per annum across the CCR, while the Higher Potential Jobs Growth scenario considered growth at 4,727 jobs per annum.

3.7 These job growth scenarios have direct implications for the required population and migration levels. Supporting the higher job growth scenario would necessitate an increase in the region's population by just over 130,000 people by 2040. Achieving this level of growth would require net migration into the CCR to exceed the long-term historical average.

3.8 Regarding the implications to spatial planning, the baseline forecasts suggest that all authorities are expected to see an increase in employment up to 2040 with the exception of Blaenau Gwent. Cardiff and Newport would also see stronger rates of growth compared to other parts of the CCR, continuing their historic trend of having the most employment growth in the region.

3.9 The higher potential jobs growth scenario is more closely aligned to historic net additional job creation in the 1999-2019 period across the CCR, though it has some key differences at local level compared to historic trend growth. Blaenau Gwent and Torfaen have historically experienced negative growth, mainly reflecting manufacturing contraction. However, the higher scenario implies a considerable reversal of this trend, indicating that the largest increases above the baseline will occur in Blaenau Gwent, Torfaen and also Caerphilly. Historic trends in the Vale of Glamorgan are negative, however the higher scenario anticipates growth of roughly 3,870 jobs per annum, reflecting substantial known investments in the Vale. Job growth in Rhondda Cynon Taf and Newport is also suggested to grow at a rate that exceeds the historic trend.

3.10 The study also noted that the CCR is currently a net exporter of labour, with approximately 30,000 more people leaving the region for work than travelling in. The modelling generally followed these existing flows, however a self-containment scenario was also considered. This analysis found that the job growth anticipated with the higher scenario could be accommodated by a more modest level of population growth, provided that more of the resident labour force works within the CCR rather than commuting out. Within the CCR itself, existing internal commuting patterns are expected to be maintained, with flows continuing toward Cardiff and Newport as the primary employment hubs in the region.

3.11 The analysis was conducted on a 'policy-off' assumption. This means that the scenarios do not account for factors relating to the potential capacity of authorities to accommodate growth in population or jobs. They also do not reflect specific policy ambitions or interventions (locally or regionally) aimed for achieving alternative outcomes.

3.12 The study found that the required population growth for the higher job growth scenario exceeds the 2018-based projections underpinning the housing targets in Future Wales. However, the implied level of job growth under this scenario aligns closely with the cumulative job growth referenced in emerging LDPs in the region. When accounting for the latest demographic data and modelling undertaken by Edge Analytics, the study suggests that across South East Wales a slightly lower level of population growth than currently outlined in the LDP evidence base would be sufficient to support the full potential of job growth forecasted in this assessment.

3.13 The study recognised that there were significant growth opportunities in the Vale, namely:

- Aberthaw, recently acquired by CCR (although job estimates not yet known)
- Cardiff Airport and Bro Tathan Enterprise Zone
- Land adjacent to Renishaw site (J34) intended for development of supply chain activities
- Hydrogren/green energy opportunities at Barry Docks.

3.14 From the Vale perspective, the study concludes "it appears reasonable to assume that future growth is likely to be equal to or greater than the recent historic trajectory and the analysis in the ELS, noting that the ELS is of recent vintage. Take account of potential regional investment, and noting some caution on the timing and job density of the major projects, growth in the order of 3709 jobs per annum is likely to be reasonable. It is also possible that this will involve some reversal of the historic trend towards losses in the manufacturing sector, given the focus of potential investment at Bro Tathan and elsewhere". The RLDP includes a jobs assumption of 356 jobs per annum, corresponding with the evidence base.

Sustainable Settlement Appraisals

3.15 SEWSPG Pathfinder Group have prepared a paper setting out a common methodology for sustainable settlement appraisals to be used across the South Eat Wales region. The paper draws upon background evidence from regional authorities and current best practice to create a standardised framework. The methodology is used to help ensure that LPAs are in accordance with PPW when developing their settlement strategies and settlement hierarchy.

3.16 The assessment uses a weighted scoring matrix based on three principles. Principle 1: Sustainable Transport and Accessibility is afforded the highest importance, accounting for 40% of the overall score in line with national guidance emphasis on reducing the need to travel by private car. Principle 2: Employment Opportunities and Principle 3: Available Local Facilities and Services each contribute 30% to the total score, reflecting their importance to economic sustainability and minimising daily travel distance.

3.17 By having a standardised methodology for sustainable settlement appraisals, the LPAs in the region will have a consistent and robust evidence base to support their spatial strategies, while also potentially contributing to the emerging SDP.

Consultation Database for the LDP

3.18 Rhondda Cynon Taf, the Vale of Glamorgan, and Caerphilly local authorities have agreed to utilise the same digital consultation platform, OpusConsult, for the preparation of their respective RLDPs. The councils commissioned the specialist software from JDi Solutions to manage public engagement and collect feedback in one central database.

3.19 This shared system allows the councils to apply common methodologies for consulting and responding, and to standardise the management of consultation data. The software provides LPAs the opportunity to create interactive consultation documents and surveys that are web accessible and mobile-friendly. It can also be integrated with OpusMap to allow the public to provide feedback on interactive maps, simplifying planning proposals and encouraging greater input, particularly from traditionally hard-to-reach groups.

Employment Land Survey Methodology (2017)

3.20 The ‘Employment Paper for SEWSPG: A Common Methodology for Undertaking Audits of Employment Land Review in South East Wales’ report of the Pathfinder Group, presents a common methodology for LPAs in the South East Wales region to monitor employment land and property provision. The primary goal of the paper is to establish a standard evidence base to inform future LDP preparation and review across the region, allowing for consistent analysis of cross-boundary matters and potential cost savings through joint commissions.

3.21 The site assessment practice has been reflected in The Employment Land Study (BP12) completed by BE Group on behalf of Vale of Glamorgan Council to support the RLDP evidence base. The regional work has therefore aided in the preparation of a robust and regionally consistent evidence base.

Regional Strategic Flood Consequences Assessment

3.22 The Stage 1 Strategic Flood Consequences Assessment (SFCA) was commissioned jointly by the ten LPAs in the South East Wales region in order to meet the requirements of Welsh Government's Technical Advice Note (TAN) 15: Development, Flooding and Coastal Erosion. TAN 15 requires that LPAs must undertake a full SFCA for their area and use its findings to inform land allocations and policies in their LDP preparation.

3.23 The core purpose of having a regional SFCA was to contribute to a robust, shared evidence base. The regional approach ensured a consistent and standardised methodology for assessing flood risk across the region. Additionally, the SFCA ensured that the aggregated flood risk data was aligned with regional and sub-regional growth and spatial planning aspirations, supporting the requirements of the future SDP. The joint project saved LPAs time and resources, while also improving efficiency and consistency, simplifying future cross-boundary policy preparation.

Development Viability Model

3.24 The Development Viability Model (DVM) is a toolkit designed to create financial appraisals of primarily residential and mixed-use development projects, with the aim of determining whether a project is "viable" in planning terms. The model was commissioned by Local Planning Authorities in Mid and South West Wales and South East Wales to ensure viability assessments are undertaken consistently across authorities.

3.25 The DVM is used for site-specific viability assessments, while a second tool, the Regional Viability Model (RVM), is available to Welsh authorities for high-level viability assessments of typical site typologies during strategic planning.

3.26 The Vale requires all candidate sites to be supported by a DVM appraisal. As the model is now widely used by developers and site promoters in the region, this ensures a consistent approach to assessment. The RVM has also informed many high-level assessments, and the assumptions and methodology used in the Vale's viability review align with those of neighbouring authorities.

South East Wales Green Wedge Definition Criteria Method Statement (2023)

3.27 Future Wales introduces the requirement for a green belt in the South East Wales SDP. LUC were commissioned by the ten South East Wales LPAs to identify the green belt and to develop a standardised methodology for the identification and justification of green wedges in emerging LDPs in the region. No green belt was identified within the Vale of Glamorgan, however identifying green wedges remained relevant for the Vale.

3.28 No specific assessment methodology for designating green wedges is contained within Welsh national planning policy, making it important that the local authorities in the region develop a standardised approach to the identification and justification of locally designated green wedges in future LDPs. The methodology was prepared in consultation with the ten local authorities in the region.

3.29 The methodology ensures that decisions on green wedge boundaries are robust, consistent and transparent. The methodology is broken down into four stages. Stage A establishes the scope by assessing openness and excluding developed land, while Stage B confirms the demonstrable need by assessing the level of development pressure. The most detailed stage, Stage C, involves rating the land's performance against each of the five green wedge purposes, including its distinction from urban areas. Finally, Stage D weighs the performance against sustainability and development considerations to determine which areas warrant protection and to define their precise boundaries.

Affordable Housing Transfer Methodology

3.30 The development plan sets out policies requiring a proportion of units delivered on market-led housing sites to be affordable. These units are typically built by a developer and then purchased by a Registered Social Landlord (RSL) at a subsidised value, as prescribed in a Section 106 agreement. For social rented properties, this subsidised value is referred to as the transfer value.

3.31 Historically, the transfer value for social rented affordable housing secured through Section 106 agreements has been set at 42% of Acceptable Cost Guidance (ACG). ACG figures, published by Welsh Government (WG), reflect what they consider an appropriate cost to build an affordable unit, taking into account land and construction costs. The Vale, along with many other Welsh authorities, has used ACGs as the basis for calculating Section 106 transfer values.

3.32 Following recommendations from the Independent Review of Affordable Housing Supply, WG announced a new model for assessing grant funding applications and ceased publishing ACGs in their previous format. The August 2021 ACGs were therefore the last to include both land and works costs. Consequently, an alternative method for updating transfer values was required.

3.33 As this issue affected multiple authorities, it was considered regionally to establish a consistent approach. After discussions with stakeholders, including the Council's RSL partners, it was agreed that the most appropriate method was to update the 2021 ACGs in line with the annual maximum rent increase figures published by WG.

3.34 It is essential that transfer values remain affordable for RSLs while ensuring they are not so low as to undermine scheme viability or reduce the number of affordable units delivered. The updated figures were reviewed by RSL partners, who confirmed that purchasing Section 106 units at these rates is viable. The

Vale was the first local authority to endorse this methodology, approving an updated Supplementary Planning Guidance document in October 2024. Since then, Bridgend has adopted the same approach, and other authorities have indicated their intention to follow suit to maintain regional consistency.

South East Wales Transport Model

3.35 The South East Wales Transport Model (SEWTM) is a multi-modal, disaggregate demand model developed by Mott MacDonald in collaboration with Transport for Wales. It covers the eleven unitary authority areas of South East Wales, plus Neath Port Talbot, and is used to analyse transport demand and policy interventions. The model incorporates separate highway and public transport assignment models linked to a demand model, providing a strategic tool for assessing various transport options and their regional impacts.

3.36 At a local authority level, SEWTM can be used to assess the cumulative impact of development to support plan-making. The model is available for use by local authorities, ensuring that analysis is undertaken consistently across areas. The Vale has utilised the SEWTM as the basis for its Strategic Transport Assessment.

SEWSPG Candidate Site Assessment Proposed Methodology (2018)

3.37 The SEWSPG Candidate Sites Assessment Proposed Methodology sought to establish a common baseline methodology in relation to Candidate Sites for the ten LPAs in South East Wales to adhere to when preparing their RLDPs. The SEWSPG approach has been adapted to suit local circumstances in the Vale of Glamorgan and updated to reflect guidance in the Welsh Government Development Plans Manual Edition 3 (March 2020).

Seven Estuary Recreational Pressure

3.38 Evidence from the RLDP Habitats Regulations Assessment (HRA) has demonstrated that a range of recreational activities including those on shore, on the water and in the air can have adverse impact on the features of the Severn Estuary Special Area of Conservation (SAC), Special Protected Area (SPA) and Ramsar site. The Seven Estuary covers local authorities in both Wales and England.

3.39 In order to protect the features of the Severn Estuary SAC, SPA and Ramsar site, several local authorities, including Vale of Glamorgan Council, Monmouthshire County Council and Cardiff Council, have prepared planning policy in their RLDPs to mitigate and manage the adverse impacts of new development, particularly recreation pressure. This includes the use of strategic measures like financial contributions for conservation, Suitable Alternative

Natural Greenspace (SANG), and Strategic Access Management and Monitoring (SAMM).

3.40 The Severn Estuary European Marine Site Regulation 33 Guidance (2009), prepared by Natural England and the Countryside Council for Wales, remains the relevant guidance when considering effects on the integrity of the European Marine Site (EMS).

South Wales Regional Aggregates Working Party (SWRAWP)

3.41 The Vale of Glamorgan is an important supplier of Carboniferous limestone for general aggregate use as well as for use in steel manufacture. Carboniferous and Liassic limestone is also used for cement manufacture. In addition to this primary resource, the Vale of Glamorgan has an extensive secondary aggregate resource in the form of Pulverised Fuel Ash (PVA) and Furnace Bottom Ash (FBA) which remain from the decommissioned Aberthaw Power Station.

3.42 Minerals Technical Advice Note 1 (MTAN 1) requires the preparation of Regional Technical Statements (RTS) for both the North and South Wales areas, which are coordinated by their respective Regional Aggregates Working Parties (RAWPs), such as the SWRAWP. The primary role of these RAWPs, operating within the RTS framework, is to provide a regional overview of aggregate supply and demand to ensure an adequate and sustainable supply of primary aggregates is maintained.

3.43 Regarding the RTS, the Vale of Glamorgan is a part of the Cardiff City Sub-region along with Cardiff, Caerphilly, Rhondda Cynon Taf, Bridgend, Merthyr Tydfil and Brecon Beacons National Park local authority, to contribute to a sustainable supply of minerals locally, regionally and nationally. The apportionments and implications of the RTS are considered and reflected in the RLDP, in accordance with MTAN1.

3.44 To facilitate sub-regional flexibility, the RTS2 requires the preparation of Statements of Sub-regional Collaboration (SSRCs) by all LPAs within each defined RTS sub-region. These SSRCs form a critical part of the evidence base required for each LDP or SDP. An agreed SSRC remains valid until it is superseded by future RTS review requirements or when robust new data justifies an update. The SSRC will be made available as a background document supporting the evidence base for the RLDP.

4 Conclusion

4.1 This paper has addressed the Test of Soundness 1, which requires the plan to be compatible with neighbouring authorities' plans. Joint Position Statements with neighbouring local authorities have been prepared in the attached appendices, setting out how the RLDPs are compatible with and complement one another. These appendices consider key cross-boundary relationships including population projections, housing requirements, commuting patterns, and employment land provision.

4.2 This Paper reflects the requirement for LDP's to conform with the provisions of Future Wales as set out in the Planning (Wales) Act 2015 and the Planning and Compulsory Purchase Act 2004, and as identified in the Development Plans Manual Ed. 3 (2020).

4.3 The evidence base supporting the RLDP has been prepared collaboratively with other local planning authorities within the South East Wales region. Evidence of effective collaboration is demonstrated through the Council's active participation in key regional planning groups, such as SEWSPG and SEWPOS. This joint work has resulted in the completion of several regional projects and the agreement of common methodologies.

4.4 These include a Regional Assessment of Future Growth and Migration for the CCR, and a Regional Strategic Flood Consequences Assessment. Common methodologies have been established for key planning topics, such as Sustainable Settlement Appraisals, the Development Viability Model, the Green Wedge Definition Criteria, and the determination of Affordable Housing Transfer Values.

5 Appendix A – Joint Position Statement with Cardiff

Joint position statement on the relationship between the Cardiff and Vale of Glamorgan Replacement Local Development Plans

Prepared by Cardiff Council and Vale of Glamorgan Council

October 2023

CARDIFF
CAERDYDD

VALE of GLAMORGAN
BRO MORGANNWG

1 Introduction

1.1 Cardiff Council has commenced work on a Replacement Local Development Plan (RLDP) for the period 2021 to 2036, which will, upon adoption, supersede the adopted Local Development Plan (LDP) 2006 to 2026. The Vale of Glamorgan Council are also preparing a RLDP for the same 15-year plan period (2021-2036), which will replace the adopted LDP 2011-2026. Both local authorities are working to similar timescales for the preparation of their respective plans.

1.2 This position statement considers the relationship between Cardiff and the Vale of Glamorgan from a population, housing, commuting and transport perspective and explains how the proposed strategies for the respective RLDPs are considered to be complementary within the regional context. The statement forms part of the evidence base for the respective RLDPs, demonstrating that the plans accord with Test of Soundness 1 'Does the plan fit?' in respect of compatibility with neighbouring authorities and consistency with regional plans and strategies as well as PPW and Future Wales.

1.3 Cardiff and the Vale are separated by strong geographical features, with the River Ely and the A4232 demarcating the boundaries the two local authorities. Despite these physical barriers, there are good road, rail and active travel connections between the two local authorities which allow easy cross boundary movement on a daily basis for a range of purposes including employment, leisure, tourism and education.

1.4 It is recognised that the preparation of a Strategic Development Plan (SDP) for the region will determine the future scale and growth of the Cardiff Capital Region. However, the Cardiff and Vale RLDPs are currently being prepared in advance of a formal commencement of work on the SDP so the future direction and vision for the region are at this stage unknown. However, the issues considered in this statement are matters that would need further consideration through the SDP process at the appropriate time.

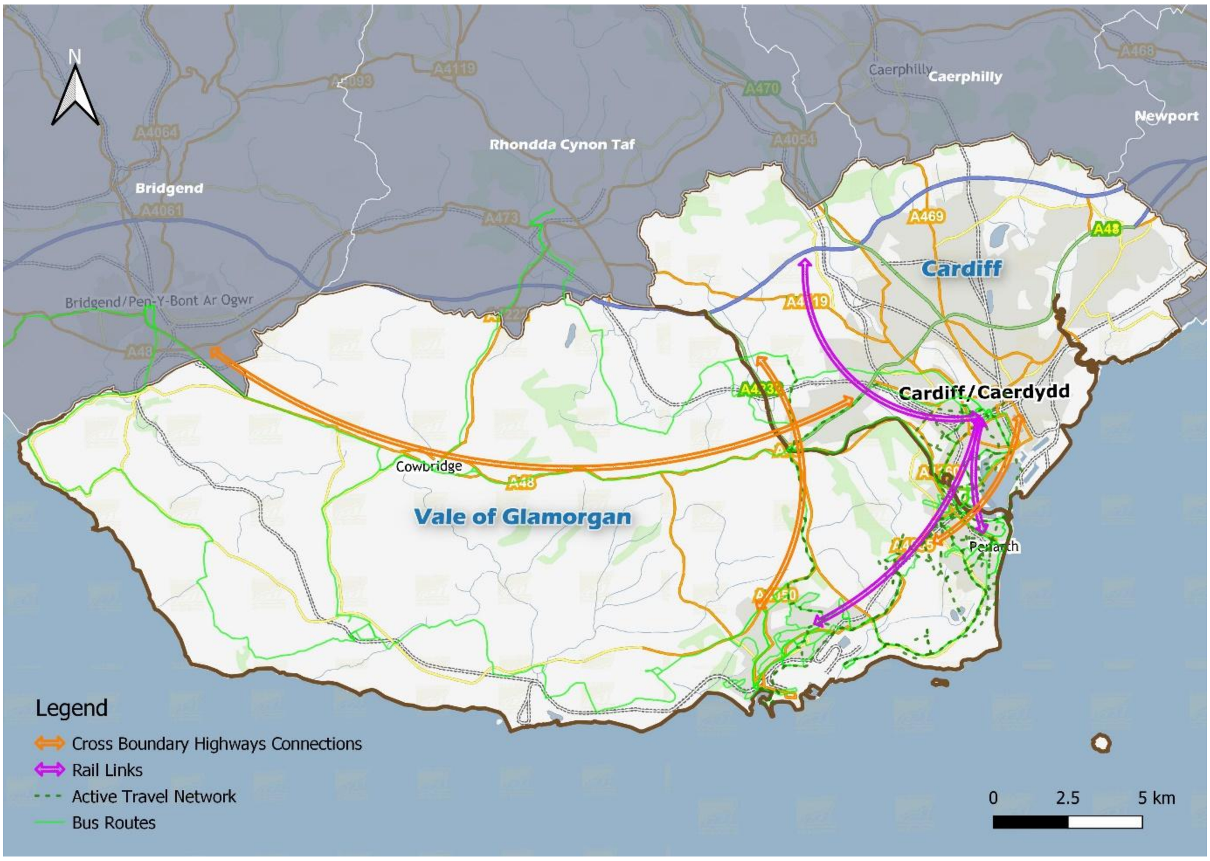

Figure 1: Map of Cardiff and Vale of Glamorgan boundaries

2 Regional Context

Future Wales

2.1 Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the 'Cardiff, Newport and the Valleys' area, which, as shown in the regional diagram encompasses both Cardiff and the Vale, together with Bridgend, Newport and the Valleys local authorities of Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000.

Regional strategic diagram

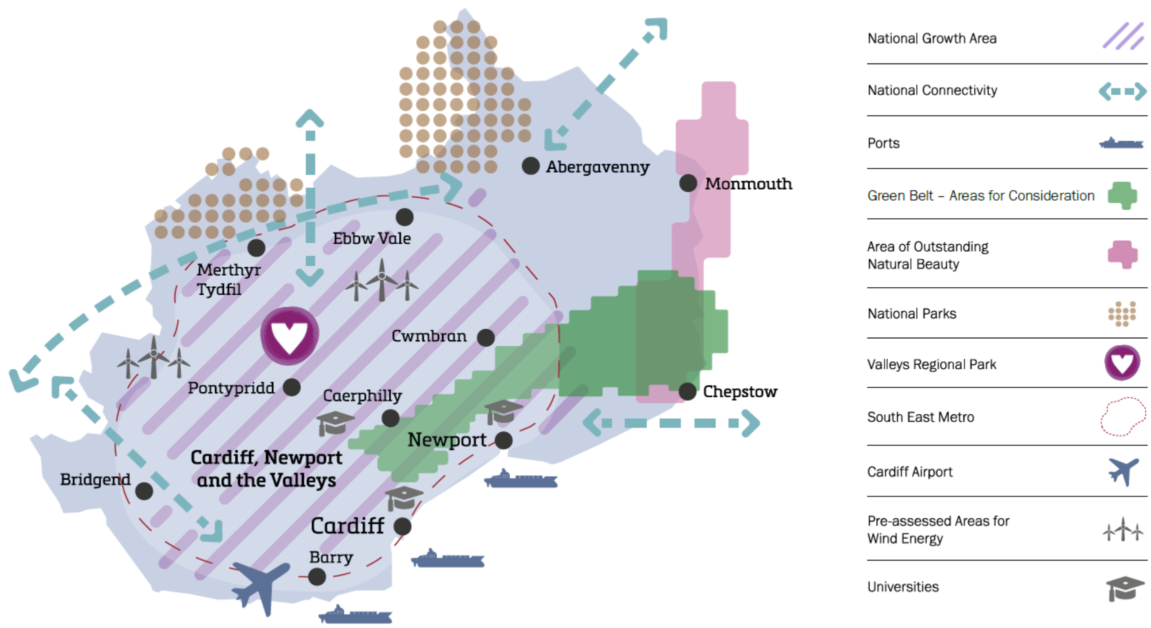

Figure 2: Future Wales regional strategic diagram for South East Wales

2.2 Policy 33 of Future Wales indicates "*Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure*."

2.3 Future Wales acknowledges Cardiff's status as an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night time economy and finance.

2.4 The supporting text for the Policy 33 states "*Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities* *around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region*."

2.5 Future Wales recognises "*Cardiff must generate and support regional growth throughout the South East while enhancing its status as a vibrant capital city of Wales. Regional transport infrastructure reflects the significance of Cardiff and has consolidated its role as the main focal point of the region. The potential to reach central Cardiff quickly and conveniently using the Metro generates opportunities for development in settlements outside the city*."

2.6 Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

2.7 Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

Cardiff Capital Region

2.8 The Corporate Joint Committee (CJC) for the Cardiff Capital Region will be responsible for the preparation of the SDP for the region, which will consider strategic land use issues. It is imperative that the SDP is prepared alongside a Regional Transport Plan due to cross cutting nature of the matters that should be addressed. Work to progress the SDP has not formally commenced, but there are regular regional discussions on cross-boundary matters through regional working groups, including the South East Wales Strategic Planning Group (SEWSPG) and the South East Wales Planning Officers Society Wales (SEWPOS).

3 Adopted LDP strategies and levels of growth

Vale of Glamorgan

3.1 The Vale of Glamorgan LDP was adopted in June 2017. The strategy comprises the four key elements:

- Development in the South East Zone
- St Athan as a Key Development Opportunity
- Cardiff Airport - Employment and Transport Opportunity
- Development in the Other Sustainable Settlements

3.2 The adopted LDP sets out a housing requirement of 9,460 dwellings per annum, which equates to 631 dwellings per annum, together with 492 gross hectares (369 net hectares) of land to meet employment needs. The adopted LDP growth figure was informed by the 2011 Welsh Government population and household 10-year average migration based projections and economic growth aspirations linked to strategic employment sites.

3.3 The latest Annual Monitoring Report (AMR) for 2021-22 identified that as of 1st April 2022, 5,688 dwellings had been delivered, which was 18% below the cumulative target that would have been expected at this point in the plan period. The AMR acknowledges that the lower annual build rate is primarily a reflection of the impact that the global economic recession had on the housing industry nationally and its impact on housing delivery with the early years of the Plan period. Notwithstanding this, annual dwelling completions have generally exceeded the average annual build requirement in most years since adoption. The majority of housing allocations within the plan have either been delivered, are under construction, have planning permission or have a planning application awaiting determination and therefore good progress has been made in bringing forward the sites that have been allocated in the plan. Whilst progress is being made on sites, however, it is not anticipated that all sites will be completed by the end of the plan period with the current forecasts identifying that 8,018 dwellings will be complete out of the 9,460 dwellings that have been allocated – an anticipated shortfall of 1,382 units.

3.4 The AMR also highlights that as of 1st April 2022, a total of 1,811 affordable dwellings have been delivered against a cumulative target for this point in the plan period of 1,933, which is only slightly below the target.

3.5 From the employment perspective, as of 2021, the Council had approved 92.17 Ha of employment land on strategic sites as identified in the LDP, compared to the monitoring target of 147 ha by 2022. In terms of job creation, there has been some good progress made in the approval of applications on strategic employment sites, although the number of jobs approved on strategic sites (2,555 jobs) is still some way off the monitoring target at the end of the plan period.

Cardiff

3.6 The Cardiff LDP was adopted in January 2016. The key elements of the strategy of the adopted plan are:

- Making provision for new homes and jobs.
- Putting in place a framework to manage future growth and encourage high quality, sustainable design.
- Bringing forward new infrastructure.
- Delivering sustainable transportation solutions.
- Responding to evidenced economic needs.
- Responding to evidenced social needs.
- Respecting Cardiff's environment and responding to climate change.

3.7 The LDP makes provision for 41,415 new dwellings and 40,000 new jobs in the period 2006-2026. This equates to an annual average requirement of 2,071 dwellings per annum. The housing requirement will be delivered partly through new strategic sites, accommodating 13,950 new dwellings across seven residential led strategic sites, plus a further 572 units on non-strategic sites.

3.8 The 2022 AMR for Cardiff identifies that a cumulative total of 19,642 dwellings had been completed, compared to an annual anticipated requirement of 33,132 dwellings at this point in the plan period – an overall difference of 41%. This is due to a 'lag' between Plan adoption and homes being completed on new sites allocated in the Plan.

3.9 The annual completions are forecast to increase over the remaining LDP plan period, driven by completions of strategic sites, but there is still anticipated to be a shortfall equating to 29% by the end of the plan period.

3.10 In terms of affordable housing delivery, the AMR states that the LDP sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026 and the monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 1,797 new build affordable dwellings were completed since 2014, which represents 24% of total new build housing completions over this period. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 4 years of the Plan period. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.

3.11 The plan identifies a requirement of 40,000 jobs. The AMR explains that 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has shown a net increase and the latest AMR shows an increase of 8,000 jobs since the first AMR (16/17).

4 RLDP strategies and growth

Vale of Glamorgan

4.5 The RLDP Preferred Strategy for the Vale of Glamorgan is a ‘Sustainable Growth’ strategy. This strategic option was considered most appropriate as it best aligns with the policy requirements of Future Wales, Planning Policy Wales and Llwybr Newydd – the Wales Transport Strategy by focusing development in sustainable places that would reduce the need to travel and encourage the use of sustainable transport. This option will consider the capacity of settlements to accommodate development, rather than targeting development primarily to sites of a certain size or position in the settlement hierarchy.

4.6 The Preferred Strategy was published for public consultation in December 2023 and following the preparation of an Initial Consultation Report, the Strategy was approved by full Council in September 2024 as the basis for the Deposit Plan.

4.7 The Sustainable Growth Strategy proposes a medium level of growth of 7,890 dwellings over the plan period, which equates to 526 dwellings per annum. This is based on a policy-based dwelling led scenario reflecting average build rates over the 10 years prior to the start of the plan period. Under this option, the population would increase by 13,150 driven by net migration of just over 1,000 persons per annum. As this option reflects what has been delivered in recent years in terms of housebuilding, it is considered to be realistic and deliverable and suitably ambitious, given the Vale’s position within the national growth area. It would also increase opportunities to deliver affordable housing.

4.8 Since the start of the plan period in 2021, nearly 1,750 units have been completed in the Vale on large and small sites and a further 300 units are under construction. In addition, there is a landbank (sites with planning permission) of nearly 2,000 units and a further 1,300 are anticipated to be delivered on large and small windfall sites. In total, the Deposit RLDP will allocate 3,500 units for housing – 2,500 on new allocations and a further 1,000 on deliverable rolled forward adopted LDP sites.

4.9 The majority of the new housing will be located within the Strategic Growth Area, which follows the Vale of Glamorgan rail line along the southern coastal belt and includes the key settlement of Barry, the service centre settlements of Llantwit Major and Penarth as well as the primary settlements of St Athan, Rhoose, Sully, Dinas Powys and Llandough. Although not on the rail line, Cowbridge has also been included within the strategic growth area as it is a sustainable settlement in its own right, reducing the need for people to travel, and due to its good bus links.

4.10 Outside of the Strategic Growth Area, new allocations will be limited to rural affordable housing led developments within sustainable minor rural and primary settlements. These sites will be small in scale, responding to local affordable housing need and will not have any adverse effect on the character and appearance of the settlement of surrounding countryside.

4.11 The Preferred Strategy also identifies a requirement for up to 5,300 jobs and seeks to align employment to new housing to reduce the need to travel and reduce current high levels of out-commuting.

Cardiff

4.12 The Strategy for Cardiff's Deposit RLDP is a Sustainable Growth Strategy. There is a preferred growth option of 1,600 dwellings per annum over the plan period, equating to 24,000 new homes, plus 32,300 new jobs.

4.13 This strategy is considered to be strongly aligned to Future Wales and cross boundary/city-region implications by proposing a level of growth that strikes an appropriate balance, maximising Cardiff's role as a National Growth Area and the centre of the city-region and providing a sufficiently strong 'economic powerhouse,' but not to the extent that may result in investment being too focused on Cardiff at the expense of other areas.

4.14 The Deposit Plan seeks to provide balanced growth centred on the delivery of a range of brownfield sites within the settlement boundary in addition to existing commitments on greenfield sites around the edge of the city. Such an approach supports the region's needs and helps to deliver the Council's strategic and regeneration objectives.

4.15 There is a substantial landbank of new homes already committed on a range and choice of brownfield and greenfield sites across the city (19,872 as at April 2024). In addition to this, the existing allocations in the adopted LDP (several of which are currently subject to large planning applications which are currently being determined) will deliver a further 6,666 dwellings. This means that is has not been necessary to identify land for any additional dwellings over the plan period to meet the housing requirement. Given this, it is considered that no new greenfield releases are necessary, and further housing growth during the plan period will be through a range of brownfield sites within the existing settlement boundary.

Housing completions

4.16 Figure 3 shows the number of housing completions that have taken place since the 2006 in the Vale and Cardiff (left axis) and Wales overall (right axis). In the housing boom of the mid 2000s, Cardiff built over 2,000 dwellings per annum, with the number in the Vale being proportionally lower at between 300-400 dwellings per annum. The number of dwellings dropped significantly in both Cardiff and the Vale as a result of the late 2000s recession in line with national trends.

4.17 In the early part of the 2010s both Cardiff and the Vale were preparing Local Development Plans. Housebuilding rates during this time were comparatively low as previous development plan sites had been built out and there few windfall sites being delivered.

4.18 The Cardiff LDP was adopted in January 2016 and the Vale of Glamorgan LDP was adopted in June 2017. In the case of the Vale, the adoption of the plan led to a significant upturn in housing delivery as developers brought forward allocated sites. Whilst significant housing delivery took place at the strategic site at Barry Waterfront (1,700 dwellings in phase 2), the majority of housing allocations were smaller in scale with less up-front infrastructure required, allowing sites to be delivered quickly.

4.19 The Cardiff adopted LDP sought to focus the majority of new development around 6 residential-led strategic sites ranging from 500 dwellings to 5,000 dwellings. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, there has been a lag in strategic sites being delivered in Cardiff and overall housebuilding rates have been lower in the period following adoption than previously envisaged. As a consequence, housebuilding rates in Cardiff have been very similar to rates within the Vale in the period since the respective plans were adopted. However, it is anticipated that Cardiff's completions will continue to increase as the strategic sites are delivered, whereas completions in the Vale are forecast to the lower than the initial post adoption housing boom.

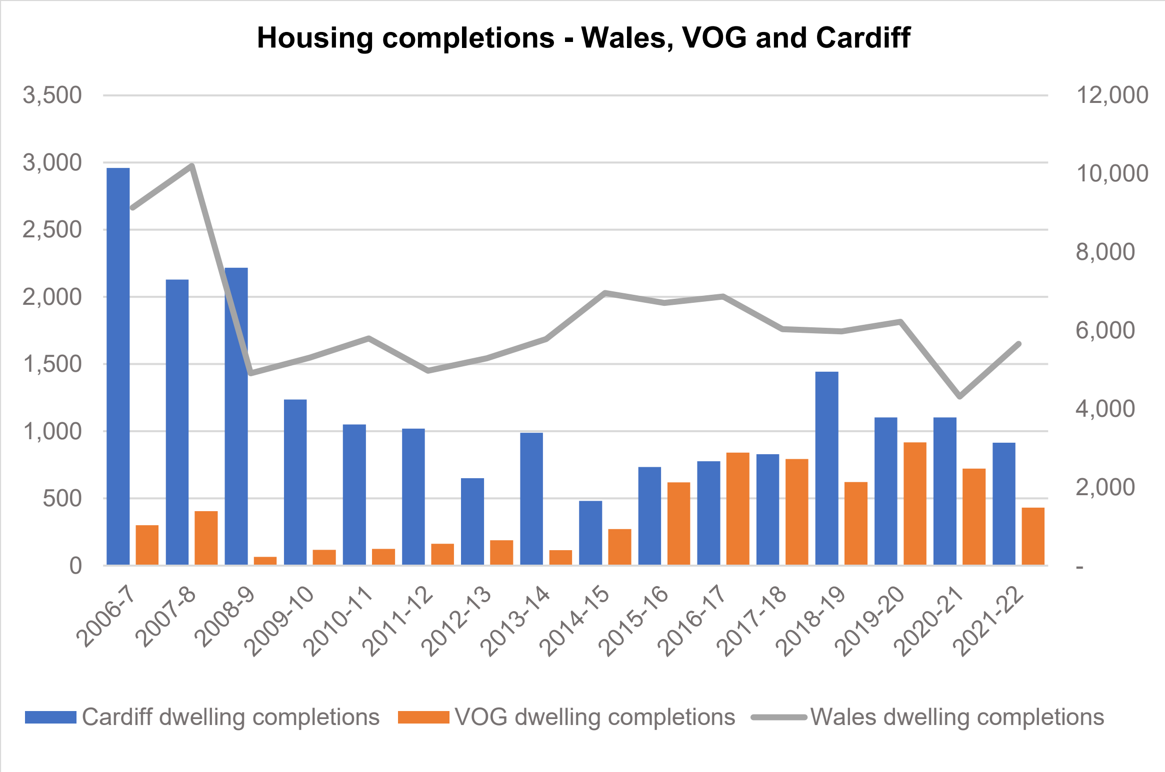

Figure 3: Housing completions 2006-7 to 2021-22

Source: Annual Joint Housing Land Availability Studies and Annual Monitoring Reports

Migration

4.20 One of the most significant migration trends in the region is the out-migration from Cardiff to the Vale of Glamorgan. In the period 2012/13 to 2019/20, there was a net migration outflow of 805 people per annum on average[1]. Longer term trends show that in the period since 2001 this annual net migration outflow of Cardiff residents moving to the Vale has occurred across most age groups. As shown in Figure 4, this is particularly notable amongst working age families with a significant number of those aged 25 to 44 and those aged 0-15 moving into the Vale from Cardiff. This net migration to the Vale from Cardiff has been largest over the last few years, which coincides with high levels of new housebuilding in the Vale and lower levels in Cardiff. It is noted that net movements of those within the 65 plus age group has been relatively low, indicating that the main draw to the Vale is not from people retiring but rather from those of working age. The lowest net migration from Cardiff to the Vale has been in the 16-24 age group, and in some years there has been a net outflow from the Vale to Cardiff of this age cohort.

[1] Cardiff Demographic Update October 2021 (Edge Analytics)

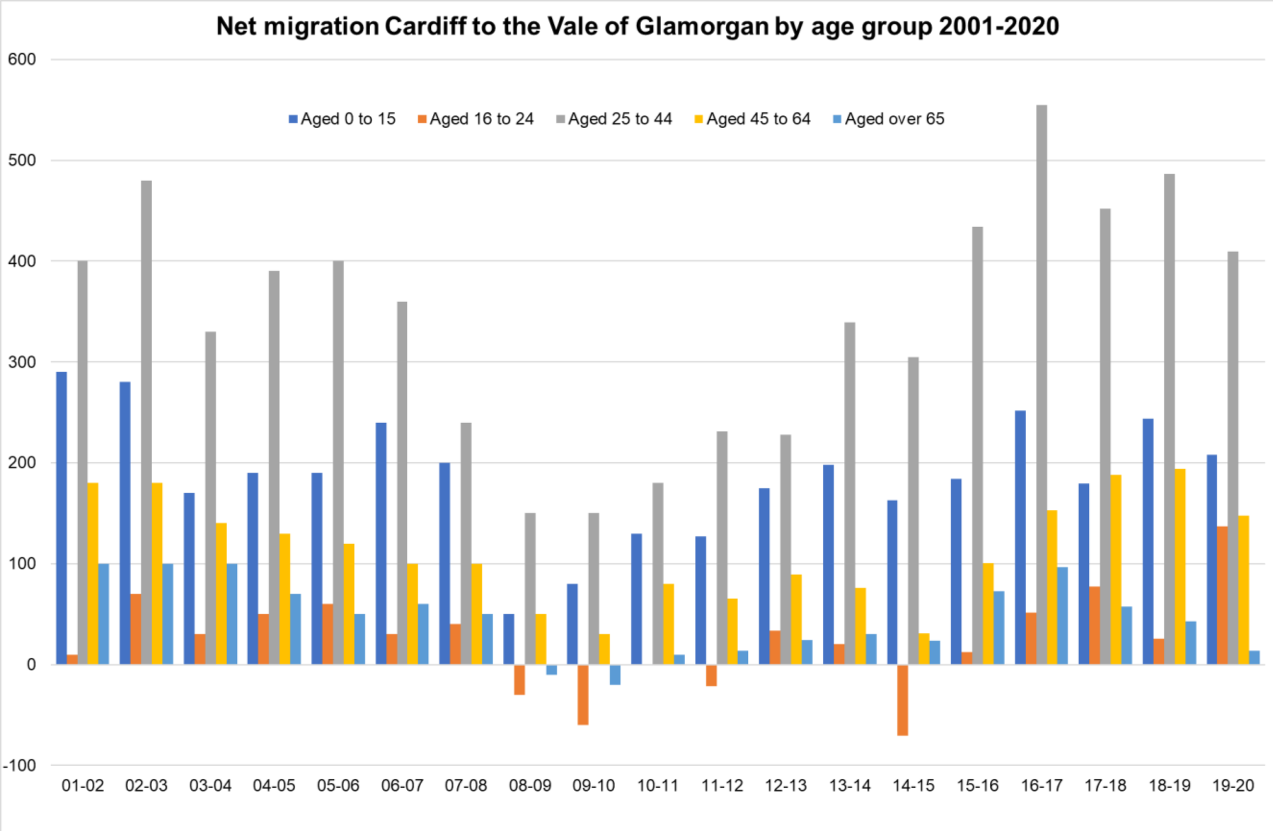

Figure 4: Migration origins and destinations between local authorities by age group

Source: Statswales

4.21 Figures 5 and 6 show the migration flows by age group for both Cardiff and the Vale. This includes migration from all areas, not just between Cardiff and the Vale. The Figures highlight that since 2001 there has been a net inflow into the Vale across all age groups, except for the 15–19-year old cohort, as family groups in particular have moved into the Vale, including from Cardiff. Conversely, there has been a large outflow associated with young people leaving the area to study elsewhere in the UK. This is also reflected in the inward flow of 15–19-year-olds into Cardiff.

4.22 As a University city, Cardiff has attracted significant numbers of people of University age, but there has been an outflow of other age groups. Whilst the Vale of Glamorgan is the most common destination for migration outflows, there has also been a smaller but still significant outflow to Cardiff's neighbouring authorities of Rhondda Cynon Taf, Caerphilly and Newport.

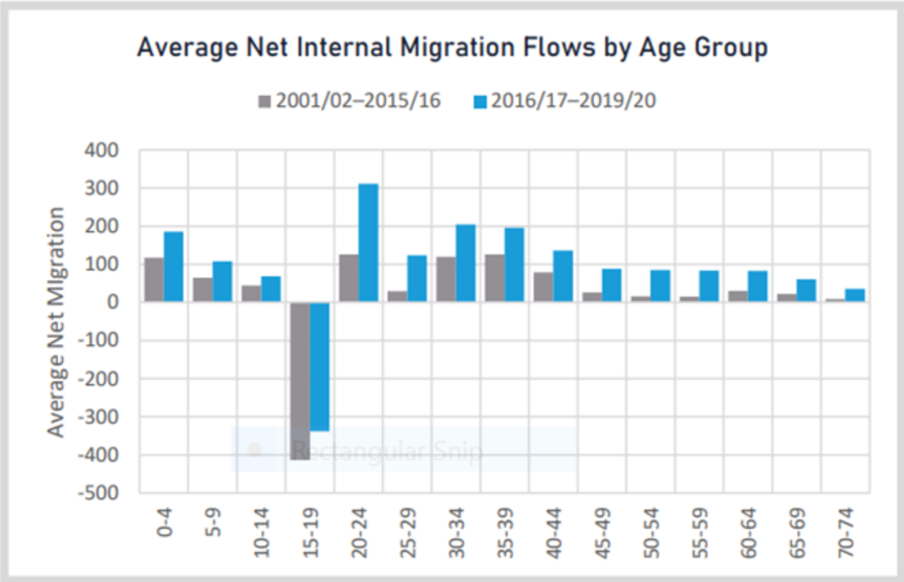

Figure 5. Vale of Glamorgan Internal Net Migration- Age Profile

Source: Vale of Glamorgan Demographic Update report (Edge Analytics)

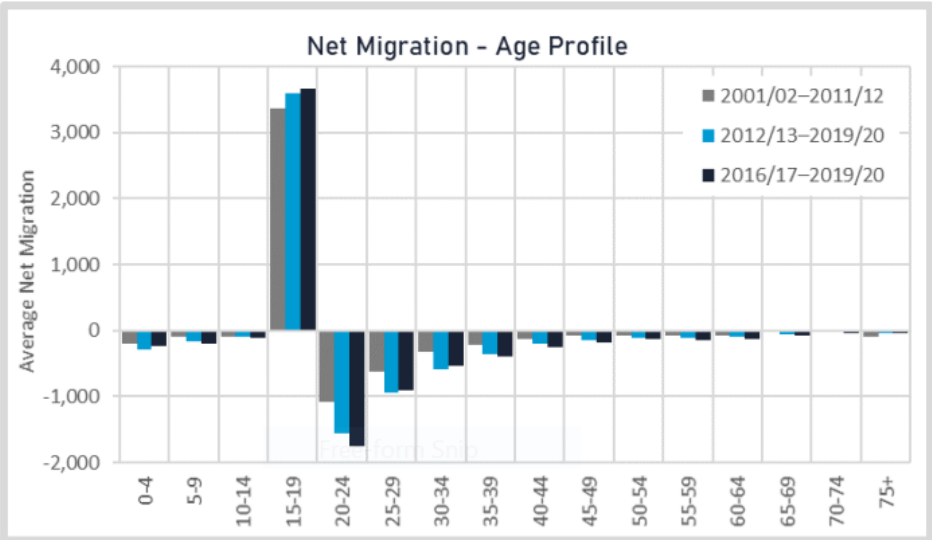

Figure 6: Cardiff Internal Net Migration- Age Profile

Source: Vale of Glamorgan Demographic Update report (Edge Analytics)

4.23 There is a correlation between migration and housebuilding rates, as most recent years have seen high levels of housebuilding in the Vale, and the highest levels of net migration from Cardiff to the Vale, potentially from families seeking the types of new build family housing that was not being delivered at pace in Cardiff at that time.

4.24 The implications of this needs to be considered in respect of the RLDP strategies. The adopted LDP for the Vale included a housing requirement figure of 631 dwellings per annum. In the period immediately after the adoption of the plan, the average annual requirement figure was exceeded, whereas Cardiff saw a significant shortfall of new dwellings against the average annual requirement figure of 2,071 dwellings per annum. Through its high level of delivery since adoption, the Vale of Glamorgan has played a role in delivering new family housing in the region and there is evidence that this high level of delivery has attracted significant migration from people previously living in Cardiff.

4.25 The motivations for the migration trend from Cardiff to the Vale will be varied. Whilst there is a trend of out-migration from Cardiff to neighbouring Valleys authorities, linked to lower house prices, this is not the case in the Vale, where over the last 10 years, average house prices for all types of housing in the Vale have been slightly above those in Cardiff (Figure 7). It will be noted that since the Covid 19 pandemic, house prices in both areas have increased, but the rate of increase has been higher in the Vale. Whilst a number of factors may have influenced this, this may in part be due to home working, which has made rural living a more attractive option.

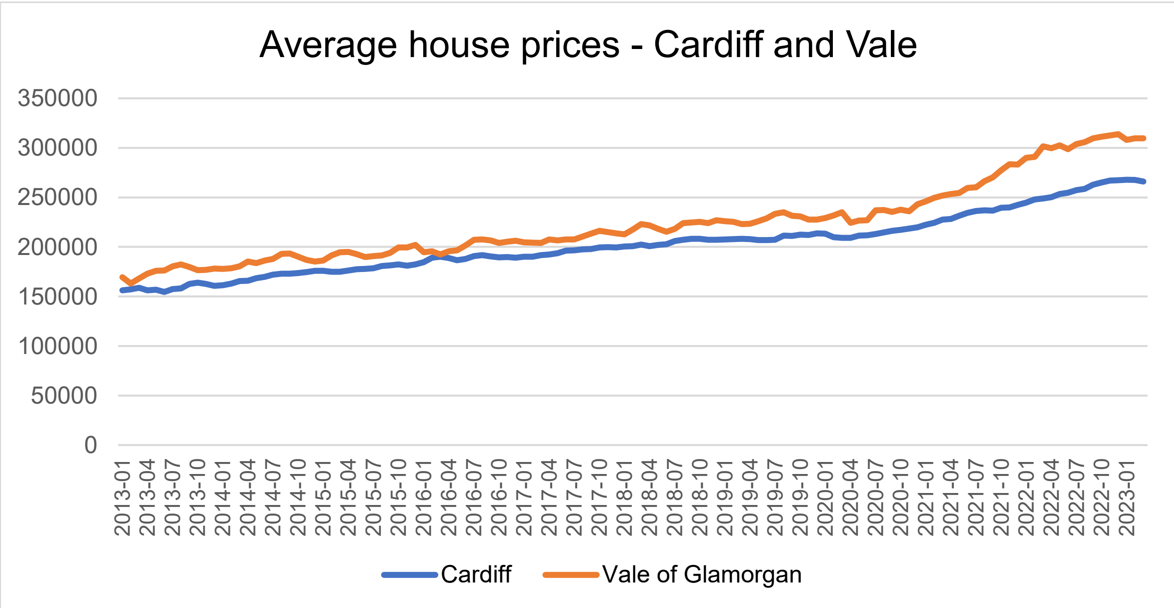

Figure 7: Land registry average house prices

Source: Land Registry online [UK House Price Index (data.gov.uk)]

4.26 Consideration needs to be given to what the migration trends mean for future housing development and RLDP growth strategies. Migration will continue to be a key driver for population growth in the Vale, as rail and highway links and its coastal and countryside access mean that the Vale is an attractive alternative location to Cardiff, particularly where agile working allows those of working age to live further from employment. However, the level of growth that each RLDP accommodates must be sustainable.

4.27 A range and choice of dwellings are now being delivered on the strategic sites in Cardiff and there is large housing land supply to support Cardiff's future growth figures for the RLDP. Whilst it has been demonstrated that the Vale can deliver high levels of new housing, it is important that the level of growth planned for in the Vale RLDP is compatible with and is not competing with the level of growth planned for Cardiff and does not therefore undermine Cardiff's role as the Primary Settlement in the region in Future Wales.

4.28 It is considered that the proposed reduction in the housing requirement in the Vale from 631 dwellings to 526 dwelling per annum will achieve the appropriate balance of growth between the two authorities, recognising the role that Cardiff's adopted LDP strategic sites will have in addressing the need for family homes in the wider region over the next plan period.

4.29 Notwithstanding this, net migration is the key driver of population growth in the Vale and from a policy perspective there is a desire to reduce out migration of existing residents and encourage in-migration at sustainable levels to achieve a balanced economically active population that aligns with employment growth. This would include attracting those young people in the 15-19 cohort back to the Vale once they have finished higher education courses.

4.30 It would not therefore be the intention for the Vale to seek to stem net migration from Cardiff, or indeed any other authority in the region, but instead allow for a sustainable level of population growth through the allocation of sufficient housing to deliver the plan's objectives in a complementary manner to Cardiff. The housing requirement in the Vale together with Cardiff's strategy focusing on its existing strategic sites to deliver its housing requirement is seen as complementary to both Local Authorities.

4.31 The need for affordable housing is significant in both Cardiff and the Vale. In Cardiff, the draft LHMA (2023) identifies an affordable need of 1,090 affordable dwellings per annum over the 15-year plan period, and the Vale identifies a need for 1,205 affordable homes per annum. Both authorities seek to maximise opportunities for the delivery of affordable housing and this forms part of the evidence base when setting a housing requirement.

Employment, commuting and travel to work

4.32 Historically, the Census has been a key data source for commuting data. The 2011 Census identifies that the majority of the Vale of Glamorgan is within the Cardiff Travel to Work Area (TTWA) 2 based on evidence of where people are travelling to for employment, although the Western Vale is within the Bridgend TTWA. The Cardiff TTWA also encompasses parts of RCT and Caerphilly. Similar data has not yet been published for the 2021 Census, although data is available on the travel mode and distance travelled to place of employment. ONS advises caution with regards to any travel to work related questions in the Census, as it was undertaken during the Covid 19 pandemic when a work from home mandate was in place which may have influenced how people answered the questions.

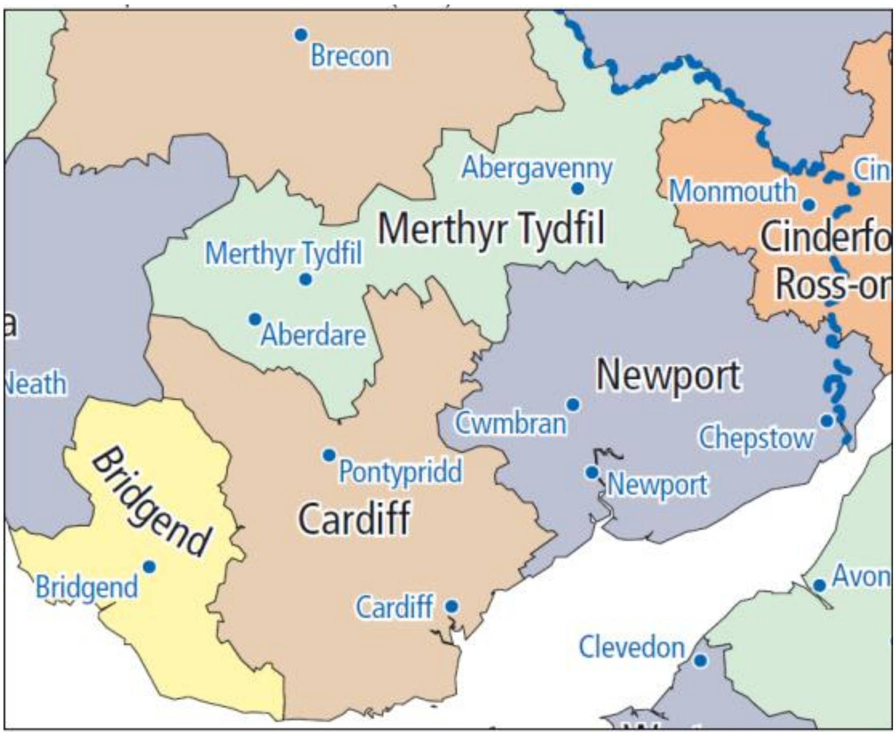

Figure 8: Travel to Work Areas 2011

Source: ONS Travel to Work data

4.33 The ONS Annual Population Survey (APS) provides 2022 data on where residents of each local authority live and work. Overall, 92.7% of South East Wales residents also work in the region. At local authority level, Cardiff has the highest number of residents living and working with its local authority boundary, with 87.6%. The APS identifies that 22,800 Cardiff residents work in another LA, and 62,800 non-Cardiff residents have a place of employment in Cardiff. In the Vale of Glamorgan it is estimated that 70.1% of working residents work

[2] https://www.data.gov.uk/dataset/travel-to-work-areas-december-2011-map-in-the-united-kingdom1

with the Vale of Glamorgan boundary, with 18,600 people employed outside of the area, and 5,800 commuting into the Vale for employment.

4.34 It should be noted that that these figures relate to people employed in each area, not the number of people physically commuting every day. Since the pandemic, working patterns have changed with many more people working from home for at least part of the working week. Agile working has allowed people to live further away from their place of employment and has reduced the number of commuters travelling on a daily basis.

	Total number of working residents in the area	Total number of people working in the area	Number of people living and working within the same area	Number of people commuting out of the area	Number of people commuting into the area	% who Live and Work in area as a % of working residents
Bridgend	63,300	56,400	43,800	19,400	12,500	69.2%
Vale of Glamorgan	62,200	49,400	43,600	18,600	5,800	70.1%
Cardiff	183,500	223,500	160,700	22,800	62,800	87.6%
Rhondda Cynon Taf	104,600	76,700	63,200	41,300	13,500	60.4%
Caerphilly	81,900	68,700	50,100	31,800	18,600	61.2%
Blaenau Gwent	32,200	22,100	16,300	16,000	5,900	50.6%
Torfaen	41,500	40,400	28,300	13,200	12,000	68.2%
Monmouthshire	43,600	42,500	28,000	15,600	14,500	64.2%
Newport	69,200	73,400	48,900	20,400	24,500	70.7%
Merthyr Tydfil	25,700	24,800	16,500	9,200	8,300	64.2%
South East Wales	**707,700**	**678,000**	**655,800**	**51,900**	**22,200**	**92.7%**

Figure 9 – Commuting patterns by Welsh local authority

Source: ONS Annual Population Survey 2022

4.35 Whilst the APS data does not identify where those commuting out of the area are travelling to, 2011 Census evidence indicates that a large proportion of Vale residents are commuting to Cardiff due to the number of job opportunities available, with lower numbers working in Bridgend and RCT.

4.36 The Vale of Glamorgan RLDP Preferred Strategy seeks to align jobs and housing to reduce the need to travel. An employment land requirement of 67.8 Ha has been identified through the Employment Land Review, with provision being made for 168 Ha of employment land in the Preferred Strategy, primarily on strategic sites to meet different employment needs across the plan period. The scale of employment and jobs growth has been considered alongside the housing growth to ensure that the two are compatible and sufficient jobs are providing for the growth in population.

4.37 Land has been identified for new employment linked to the proposed level of population growth to provide the opportunities for people to work locally. However, whilst the RLDP can allocate land to seek to co-locate employment and housing as a means of reducing the need to travel, it is beyond the remit of the plan to prescribe where people work. As a result, there will always be a level of out commuting to Cardiff. In order to accord with national planning and transport policy, it is important that the sites allocated are in locations that are well served by the sustainable transport network, which is a key component of the RLDP Strategy. The key sites identified within the Vale RLDP Preferred Strategy are all within a reasonable walking or cycling distance of existing and potential stations on the Vale of Glamorgan rail line, are in areas served by buses and the developers will be required to make active travel improvements on routes to stations and other key services and facilities where necessary. The location of new developments in accordance with the strategy will ensure that those residents commuting to Cardiff from the Vale can do so by sustainable modes.

4.38 The 32,300 jobs proposed in the Cardiff RLDP will be identified across a number of sites but there will be a key concentration within the Central and Bay Business Areas, where new offices and commercial leisure uses are proposed. The Central Business Area is the administrative and business heart of the city, currently offering employment opportunities across a range of sectors and is highly accessible to Vale residents by train, with stations at Cardiff Queen Street and Cardiff Central. The Vale of Glamorgan line service also connects to Cathays, where Cardiff University and Welsh Government are significant employers. The availability of current and future jobs in Cardiff that are easily accessible by train will ensure that any Vale residents that need to commute can do so by sustainable means.

4.39 The Vale and Cardiff will continue to discuss potential cross boundary improvements to Active Travel and public transport, and also will continue liaison with Transport for Wales in respect of proposals for increasing frequency and capacity of rail services.

5 Conclusion

5.1 Following the adoption of the Vale of Glamorgan LDP in 2017, housebuilding increased significantly, with many allocated sites being brought forward early in the development plan period. Cardiff's adopted LDP has been slower in the delivery of new housing due to the complexities of delivering strategic sites at a more significant scale. Over the same time period, there have been high levels of migration from Cardiff into the Vale, primarily from working families, which may be linked to the greater availability of new build housing. Cardiff's strategic sites are now delivering higher levels of housing, whilst the Vale's housebuilding rates have slowed.

5.2 For the RLDPs, it is important that the level of new housing in the Vale is complementary to and not competing with the strategic sites in Cardiff in the delivery of family housing in particular. The Vale RLDP sets an appropriate housing requirement, based on longer term average house building rates. Cardiff is also planning for a level of growth informed by recent evidence, where its delivery will be on rolled forward strategic sites, which are now progressing. It is therefore considered that whilst there may still be out migration from Cardiff into the Vale for a variety of reasons, the availability of new housing is not going to be such a significant driver given that similar products are also available in Cardiff. As a consequence, it is considered that the level of growth planned in both the Vale and Cardiff's LDPs is balanced appropriately.

5.3 In employment terms, the Vale of Glamorgan RLDP will make provision for land for employment that accords with the growth in the working age population in order to align employment with housing. Sites have been identified where there are opportunities to co-locate housing and employment, therefore reducing the need to travel. However, there will still be out-commuting from the Vale to Cardiff due to Cardiff's role as a centre for regional growth. A significant element of Cardiff's current and future employment opportunities is in the Central Business District, which is connected to the Vale by a frequent rail service. Cardiff's strategy for employment is considered to accord with the Vale's focus on allocating land that is well served by public transport including the Vale of Glamorgan rail line, meaning that commuters can easily access employment opportunities across the LA boundaries.

5.4 Having regard for the above, it is considered that the Cardiff RLDP 2021-2036 and the Vale of Glamorgan RLDP 2021-2036 accord with Test of Soundness 1: 'Is it compatible with the plans of neighbouring LPAs?'.

6 Appendix B – Joint Position Statement with Bridgend

Joint position statement on the relationship between the Bridgend and Vale of Glamorgan Replacement Local Development Plans

Prepared by Vale of Glamorgan Council and Bridgend County Borough Council

November 2025

Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
BRIDGEND County Borough Council

VALE of GLAMORGAN
BRO MORGANNWG

1. Introduction

1.1 Bridgend County Borough Council (BCBC) has adopted a Replacement Local Development Plan (RLDP) for the period 2018 to 2033, which supersedes the adopted Local Development Plan (LDP) 2006 to 2021. The Vale of Glamorgan Council are preparing a RLDP for the 15-year plan period 2021-2036, which will replace the adopted LDP 2011-2026.

1.2 This position statement considers the relationship between Bridgend and the Vale of Glamorgan from a population, housing, commuting and transport perspective and explains how the proposed strategies for the respective RLDPs are considered to be complementary within the regional context. The statement forms part of the evidence base for the respective RLDPs, demonstrating that the plans accord with Test of Soundness 1 'Does the plan fit?' in respect of compatibility with neighbouring authorities and consistency with regional plans and strategies as well as PPW and Future Wales.

1.3 Bridgend and the Vale share a border that is geographical defined most notably by the Ewenny River, though Waterton Industrial Estate acts as a manmade boundary also. Strong transport links facilitate daily cross-boundary movement for residents, including key road networks most notably the A48, and the active Vale of Glamorgan Line railway, which connects Bridgend to stations within the Vale, enabling travel for employment, leisure, and other purposes.

1.4 It is recognised that the preparation of a Strategic Development Plan (SDP) for the region will determine the future scale and growth of the Cardiff Capital Region. However, the Vale RLDP is being prepared in advance of the timescales for the preparation and adoption of the SDP so the future direction and vision for the region are at this stage unknown. However, the issues considered in this statement are matters that would need further consideration through the SDP process at the appropriate time.

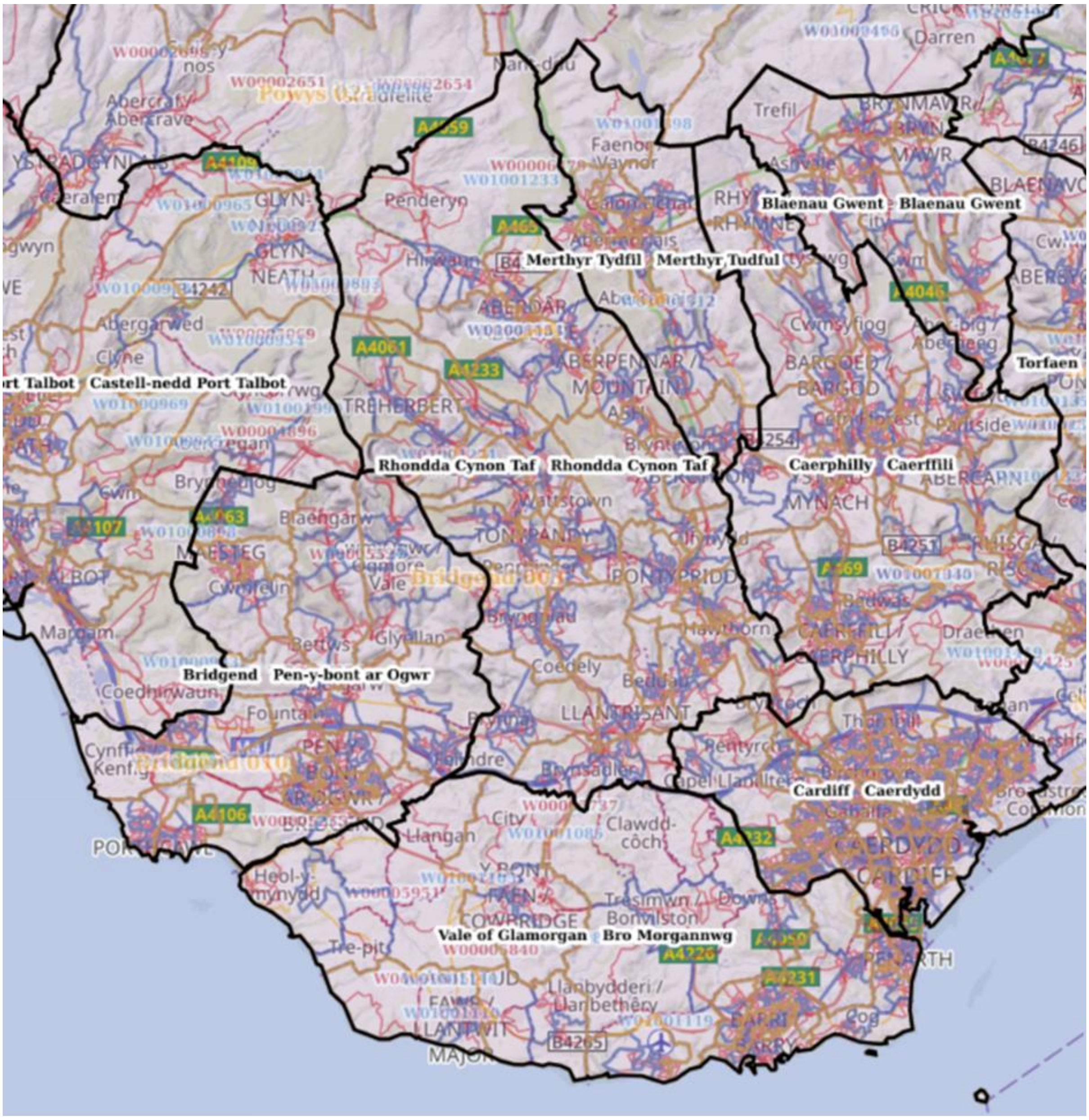

Figure 1: Map of the Vale of Glamorgan's neighbouring authorities

Source: https://datamap.gov.wales/maps/boundaries-information-wales/view#/

2. Regional Context

Future Wales

2.1 Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the ‘Cardiff, Newport and the Valleys’ area, which, as shown in the regional diagram encompasses both Bridgend and the Vale, together with Cardiff, Newport and the Valleys local authorities of Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000 and accounts for 51% of the total economic output of the Welsh economy.

Regional strategic diagram

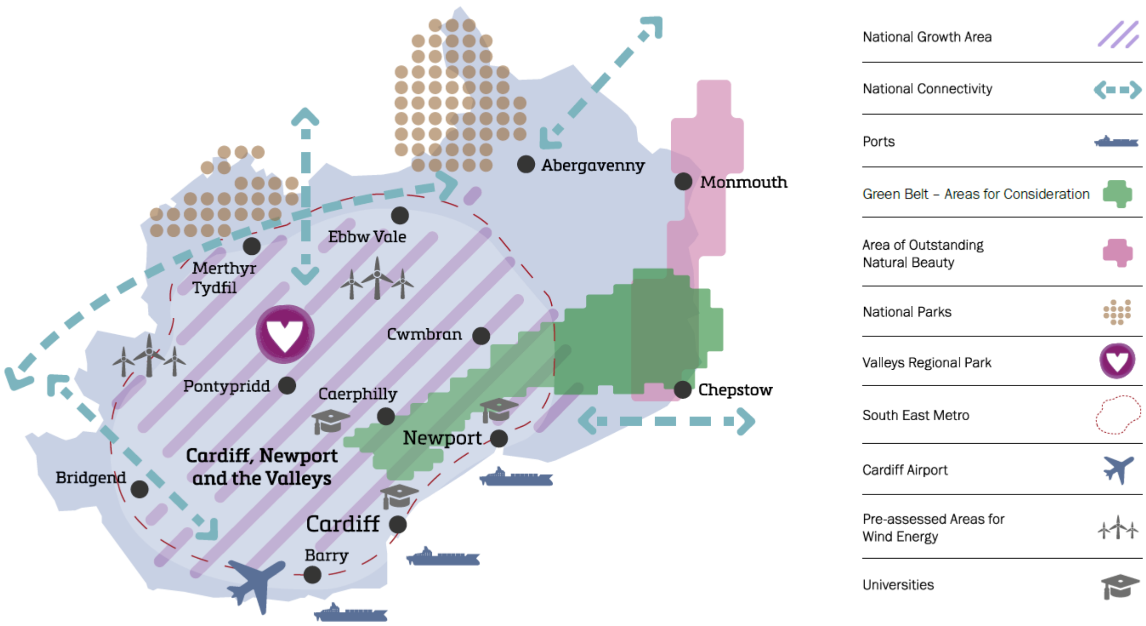

Figure 2: Future Wales regional strategic diagram for South East Wales

2.2 Policy 33 of Future Wales indicates “*Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructur*e.”

2.3 Supporting text for Policy 33 states that the Valleys area, including Rhondda Cynon Taf, is a priority area for the Welsh Government, which should also be reflected in the region’s prospective Strategic Development Plan. The policy emphasises towns and cities as the focus for providing sustainably location development.

2.4 Future Wales acknowledges Cardiff’s status as the primary settlement in the region, and an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night time economy and finance.

2.5 The supporting text for the Policy 33 states "*Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region*."

2.6 Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

2.7 Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

<u>Cardiff Capital Region</u>

2.8 The Corporate Joint Committee (CJC) for the Cardiff Capital Region is responsible for the preparation of the SDP for the region, which will consider strategic land use issues. In addition, a Regional Transport Plan (RTP) has been prepared setting out key regional priorities. The RTP and its associated Regional Transport Delivery Plan (RTDP) were subject to public consultation between February and May 2025, and in July 2025 the CJC agreed that the RTP should be submitted to WG for their approval.

2.9 For Bridgend, the RTDP supports the development of an Active Travel corridor along the A48 from Laleston to Porthcawl. The RTDP also includes enhancements for the Bridgend Bus Interchange (including park and ride and active travel measures) and the Ewenny Road (Maesteg) Interchange (including park and ride, EV charging, bus stop infrastructure, cycle parking, and a taxi rank).

2.10 For the Vale, the RTDP proposes to develop active travel corridors from Barry to Cardiff Airport, Dinas Powys to Barry, and to complete a missing section of NCN Route 88 linking Barry to Cosmeston. It also proposes to develop opportunities for additional services to be enabled at Cogan Station Interchange, including for bus, rail and active travel. There are no schemes proposed specifically for the Vale of Glamorgan for private car opportunities, bus opportunities, or resilience improvements, however may benefit from wider, more regional proposals. Additionally, proposals for road safety, zero ULEV and digital development are covered regionally and not specifically focussed to the Vale of Glamorgan.

2.11 While the CCR Rail Vision applies across South East Wales, it has particular relevance for the VOG and Bridgend through measures designed to resolve rail network bottlenecks and enable more services on both the Maesteg and Vale of Glamorgan lines.

2.12 Further to Bridgend, an early priority is a major upgrade of the South Wales Main Line (SWML) to serve as the region's public transport backbone, integrating new stations and mixed express/commuter services, particularly increasing services from Bristol to West Wales, including through Bridgend.

2.13 From the Vale's perspective, Transport Planning Objective TPO5 of the RTP to *"investigate opportunities for additional rail infrastructure and freight and passenger services at Aberthaw / St. Athan to maximise the connectivity between road, rail, air and maritime networks"* is of key local relevance. The provision of a station at St Athan will create better rail links for employment opportunities for Bridgend residents, connecting the town to Bro Tathan Enterprise Zone and future opportunities at the former Aberthaw Power Station site.

2.14 While the RTP's intent is to create a more integrated regional network, the key projects outlined for Bridgend and the Vale of Glamorgan demonstrate that the overriding priority and pattern of investment is the development of strong, efficient, and sustainable links to Cardiff.

3. Adopted LDP strategies and levels of growth

Vale of Glamorgan

3.1 The Vale of Glamorgan LDP was adopted in June 2017. The strategy comprises the four key elements:

- Development in the South East Zone
- St Athan as a Key Development Opportunity
- Cardiff Airport - Employment and Transport Opportunity
- Development in the Other Sustainable Settlements

3.2 The adopted LDP sets out a housing requirement of 9,460 dwellings per annum, which equates to 631 dwellings per annum, together with 492 gross hectares (369 net hectares) of land to meet employment needs. The adopted LDP growth figure was informed by the 2011 Welsh Government population and household 10 year average migration based projections and economic growth aspirations linked to strategic employment sites.

3.3 The latest Annual Monitoring Report (AMR) for 2024-25 identified that as of 1st April 2025, 6,999 dwellings had been delivered, which was 20.7% below the cumulative target of 8,829, that would have been expected at this point in the plan period. The AMR acknowledges that the lower annual build rate is primarily a reflection of the impact that the global economic recession had on the housing industry nationally and its impact on housing delivery with the early years of the Plan period. The majority of housing allocations within the plan have either been delivered, are under construction, have planning permission or have a planning application awaiting determination and therefore good progress has been made in bringing forward the sites that have been allocated in the plan. Whilst progress is being made on sites, however, it is not anticipated that all sites will be completed by the end of the plan period with the current forecasts identifying that 7,278 dwellings will be complete out of the 9,460 dwellings that have been allocated – an anticipated shortfall of 2,362 units.

3.4 The AMR also highlights that as of 1st April 2025, a total of 2,358 affordable dwellings have been delivered against a cumulative target for this point in the plan period of 2,741, which is only slightly below the target.

3.5 From the employment perspective, as of April 2025, the Council had approved 119.91 Ha of employment land on strategic sites as identified in the LDP, compared to the monitoring target of 314 ha by 2026. In terms of job creation, there has been some good progress made in the approval of applications on strategic employment sites, although the number of jobs approved with reserved matters or full permission on strategic sites (2,675 jobs) is still some way off the monitoring target at the end of the plan period (4,610 – 5,610). A further 3,069 jobs have been been granted outline approval, however.

Bridgend

3.6 The Bridgend RLDP was adopted in March 2024, covering the period 2018 - 2033. The strategic objectives of the strategy of the adopted plan are:

- To create high quality sustainable places (placemaking)
- To create active, healthy, cohesive, inclusive and social communities
- To create productive and enterprise place
- To protect and enhance distinctive and natural places.

3.7 The LDP makes provision for 8,628 new dwellings to meet the housing requirement of 7,575. The housing requirement equates to 505 dwellings per annum. The majority of the housing requirement will be delivered through new strategic sites, accommodating around up to 4,172 new homes, with the rest to be delivered through smaller allocated sites, committed and rolled forward sites, and windfall sites. The majority of growth is directed to land within or on the periphery of sustainable urban areas such as Bridgend, Porthcawl, Pencoed, Maesteg and Pyle/North Cornelly. The LDP also makes provision for 68.8 hectares of available employment land to accommodate up to 7,500 additional jobs.

3.8 Since the beginning of the plan period (2018), 2,257 dwellings have been built, including 124 since the plan was adopted. This is approximately 14% lower than the cumulative total number of houses that should have been delivered to this point in the plan period (2,612). Growth is however forecast to significantly accelerate in the remaining years of the plan period.

3.9 The plan aims for 1,711 affordable dwellings to be built within the plan period (114 annually). The latest figures show that 536 new build affordable dwellings have been completed during the first seven years of the plan, compared to a projected total of 798 completions at this point. This leaves a shortfall of 262, which was 32.8% below the cumulative target of 798. Affordable housing completions are expected to rise in the coming years, as more allocated and strategic sites get developed.

3.10 The plan allocates Brocastle (20.4 ha) and Pencoed Technology Park (5.4 ha) for Strategic Employment purposes with available land for employment purposes (B1, B2 and B8 uses). 68.8ha of employment land is allocated over the plan period. To date, 13.09 hectares has been taken-up on allocated employment sites during the plan period.

4. RLDP strategies and growth

Vale of Glamorgan

4.1 The RLDP Preferred Strategy for the Vale of Glamorgan is a 'Sustainable Growth' strategy. This strategic option was considered most appropriate as it best aligns with the policy requirements of Future Wales, Planning Policy Wales and Llwybr Newydd – the Wales Transport Strategy by focusing development in sustainable places that would reduce the need to travel and encourage the use of sustainable transport. This option will consider the capacity of settlements to accommodate development, rather than targeting development primarily to sites of a certain size or position in the settlement hierarchy.

4.2 The Preferred Strategy was published for public consultation in December 2023 and following the preparation of an Initial Consultation Report, the Strategy was approved by full Council in September 2024 as the basis for the Deposit Plan.

4.3 The Sustainable Growth Strategy proposes a medium level of growth of 7,890 dwellings over the plan period, which equates to 526 dwellings per annum. This is based on a policy-based dwelling led scenario reflecting average build rates over the 10 years prior to the start of the plan period. Under this option, the population would increase by 13,150 driven by net migration of just over 1,000 persons per annum. As this option reflects what has been delivered in recent years in terms of housebuilding, it is considered to be realistic and deliverable and suitably ambitious, given the Vale's position within the national growth area. It would also increase opportunities to deliver affordable housing.

4.4 Since the start of the plan period in 2021, nearly 1,750 units have been completed in the Vale on large and small sites and a further 300 units are under construction. In addition, there is a landbank (sites with planning permission) of nearly 2,000 units and a further 1,300 are anticipated to be delivered on large and small windfall sites. In total, the Deposit RLDP will allocate 3,500 units for housing – 2,500 on new allocations and a further 1,000 on deliverable rolled forward adopted LDP sites.

4.5 The majority of the new housing will be located within the Strategic Growth Area, which follows the Vale of Glamorgan rail line along the southern coastal belt and includes the key settlement of Barry, the service centre settlements of Llantwit Major and Penarth as well as the primary settlements of St Athan, Rhoose, Sully, Dinas Powys and Llandough. Although not on the rail line, Cowbridge has also been included within the strategic growth area as it is a sustainable settlement in its own right, reducing the need for people to travel, and due to its good bus links.

4.6 Outside of the Strategic Growth Area, new allocations will be limited to rural affordable housing led developments within sustainable minor rural and primary settlements. These sites will be small in scale, responding to local affordable housing need and will not have any adverse effect on the character and appearance of the settlement of surrounding countryside.

4.7 The Preferred Strategy also identifies a requirement for up to 5,300 jobs and seeks to align employment to new housing to reduce the need to travel and reduce current high levels of out-commuting.

<u>Bridgend</u>

4.8 The Strategy for Bridgend's LDP is a 'Regeneration and Sustainable Urban Growth Strategy'. The growth strategy proposes a growth level of 505 dwellings per annum, which is projected to lead to more established households, particularly the 35-44 age group important to counter-balance the ageing population. The Growth Strategy is summarised by the acronym 'CARM': Counter-balance ageing population; Attract and Retain skilled, economically active households; and, be a Magnet for employers. The level of growth is considered the most appropriate to achieving a balance between the number of homes provided and the job opportunities expected.

4.9 The spatial strategy is in direct alignment with the Welsh Government's planning framework, particularly the designation of Bridgend within a National Growth Area, as set out in Future Wales: The National Plan 2040. The forms of growth proposed across Bridgend County Borough can be broadly summarised as:

a. Regeneration Growth Areas;
b. Regeneration Areas; and
c. Sustainable Growth Areas;

4.10 The strategy maintains focus on the delivery of the brownfield regeneration allocations from the previously adopted LDP (2006 – 2021), designating Porthcawl, Maesteg and the Llynfi Valley as Regeneration Growth Areas. The strategy aims to maximise the delivery of affordable housing in these priority locations, while minimising development pressure on Best and Most Versatile (BMV) agricultural land.

4.11 The strategy also designates Regeneration Areas, which are district from Regeneration Growth Areas, as they are not suitable for significant expansion. Instead, this designation is aimed to deliver community focused development at a suitable scale and nature to meet specific local needs.

4.12 Finally, the Plan recognises that remaining opportunities for developing available brownfield land have become limited. The strategy therefore also allocates a number of greenfield sites on the periphery of sustainable urban areas to contribute to the housing requirement, enabling transit orientated development.

Housing completions

4.13 Figure 3 (below) shows the number of housing completions that have taken place since 2006-07 in the Vale and Bridgend (left axis) and Wales overall (right axis).

4.14 Housing completions in Bridgend have generally followed the national trend. This is particularly apparent in the initial years, showing a sharp decline after the 2007-08 peak in national completions due to the 2008 financial crisis. Between 2006-07 and 2014-15, Bridgend had more annual housing completions than the Vale of Glamorgan, before reversing this trend from 2015-16 onwards. Bridgend's relatively consistent level of housing development has been supported largely by the Parc Derwen site, contributing over 1,500 dwellings to the housing supply. Housing completions are projected to drastically increase from recent completion rates as future phasing of development comes forward, projected to peak in 2027-28 at 959 dwellings. Significant sites in the LDP include Land East of Pyle (2,003 dwellings of which 970 will come forward in the plan period), Land West of Bridgend (850 dwellings), and Land South of Bridgend (788 dwellings).

4.15 In contrast, the Vale of Glamorgan has experienced more erratic yearly changes in housing completions. The Vale experienced sub-200 completions per year following the national recession in 2008 and did not exceed this until 2014-15. Completions in the Vale began to increase in 2015-16 before peaking at 917 units in 2019-20, driven by the adoption of the LDP, as developers brought forward allocated sites. Whilst significant housing delivery took place at the strategic site at Barry Waterfront (1,700 dwellings in phase 2), the majority of housing allocations were smaller in scale with less up-front infrastructure required, allowing sites to be delivered quickly. Housing completions have gradually levelled out since.

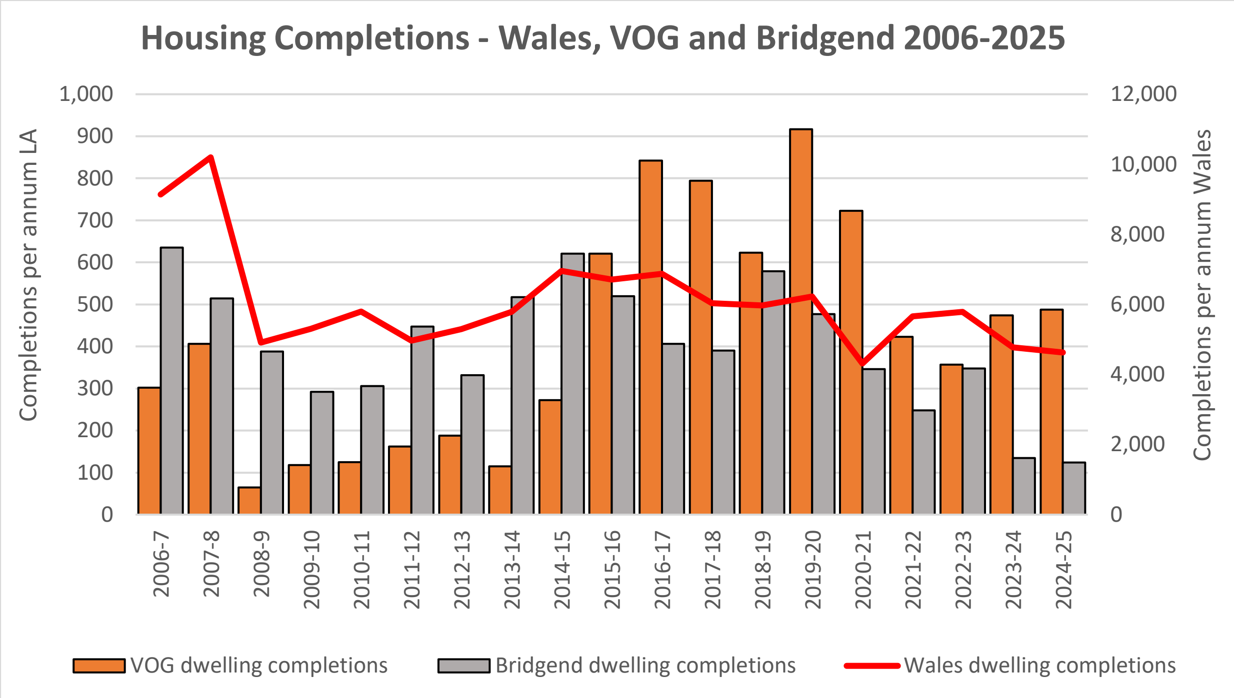

Figure 3: Housing completions 2006-7 to 2024-25

Source: Annual Joint Housing Land Availability Studies and Annual Monitoring Reports

Migration

4.16 Figure 4 shows the migration levels between the Vale of Glamorgan and Bridgend. The graph shows that the Bridgend has had a positive net migration exchange with the Vale of Glamorgan in all years apart from 2017-18, with an average of 83 more people moving from the Vale to Bridgend than Bridgend to the Vale. It should be noted that during 2016-17 and 2017-18, VOG recorded twice as many housing completions as Bridgend, indicating that new housing supply may have some influence over migration patterns between Bridgend and VOG in those years. According to Bridgend's Demographic Evidence report produced by Edge Analytics, the migration link between Bridgend and VOG is Bridgend's third largest positive net migration exchange, after RCT and Cardiff respectively. However, when comparing this to the migration flows between other neighbouring authorities, specifically Cardiff to the Vale (where the net migration over the same period was 11,500), and Cardiff to RCT (where net migration was 5,700), it is noted that the net migration between the Vale and Bridgend is largely insignificant.

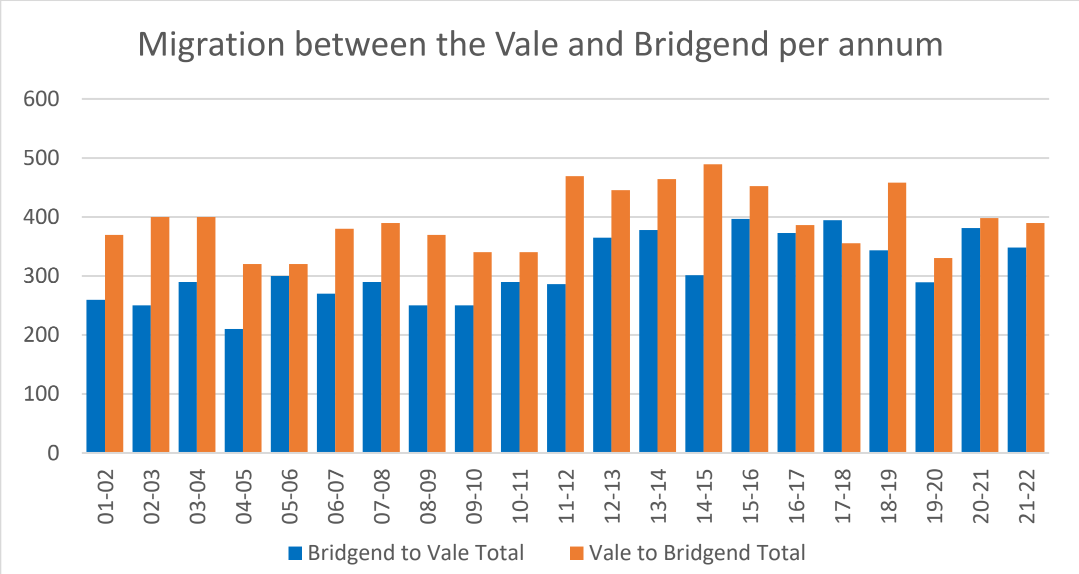

Figure 4: Migration between the Vale and Bridgend

Source: StatsWales

4.17 Figures 5 and 6 illustrate migration patterns by age group for both Bridgend and VOG. This includes migration from all areas, not just between Bridgend and the VOG. It is noted that the two figures display data differently. The VOG graph (figure 5) compares data from two different periods: before the introduction of the ONS' Higher Education Leavers Methodology (HELM) (2001/02 – 2015/16) and the years since (2016/17 onwards). The HELM was introduced from mid-2017 to more accurately reflect the movement of students after graduating. The Bridgend graph (figure 6), on the other hand, does not show the differences in migration pre- and post-HELM.

4.18 Figures 5 and 6 highlight that, since 2001, there has been a net inflow into both VOG and Bridgend across all age groups, with the exception of the 15-19 age cohort. This indicates that both areas are successful at attracting and retaining young families, older working people and retirees, while there has been a large outflow associated with young people leaving the area to study elsewhere in the UK.

4.19 The Vale's largest outflow of migration is to Bridgend, while the largest inflow is from Cardiff. In contrast, Bridgend's largest outflow is to neighbouring Neath Port Talbot. Bridgend's largest inflow is from Rhondda Cynon Taf while also having comparatively high inflows from Cardiff and VOG.

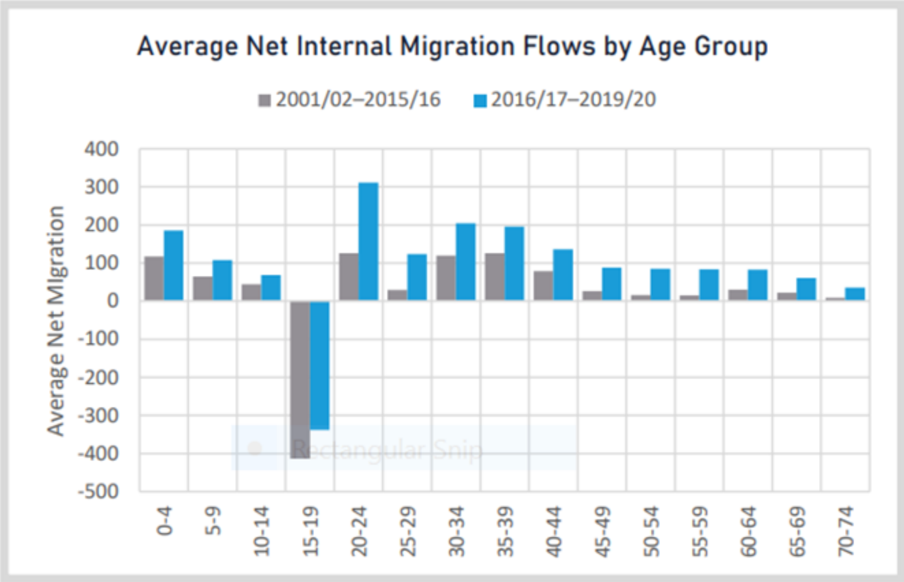

Figure 5. Vale of Glamorgan Internal Net Migration- Age Profile

Source: Vale of Glamorgan Demographic Evidence report (Edge Analytics)

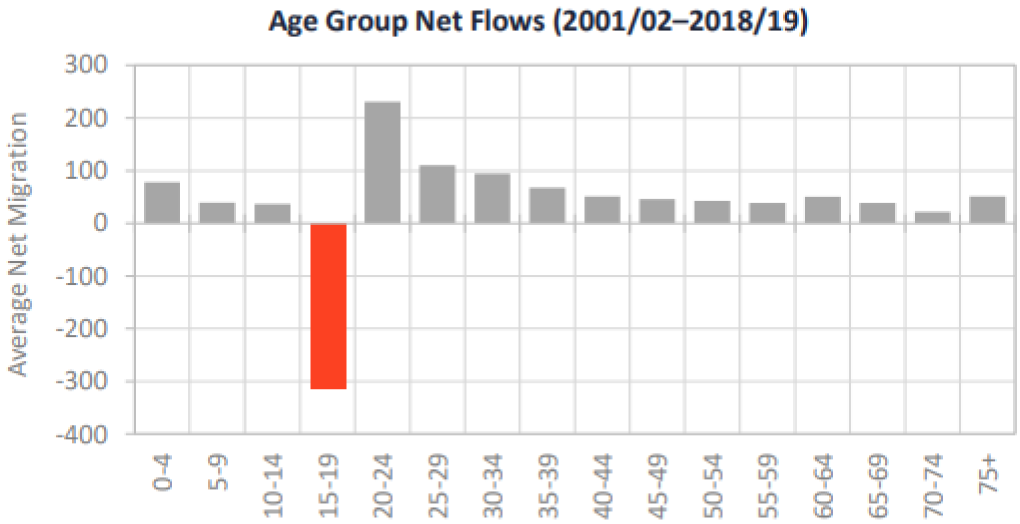

Figure 6: Bridgend Internal Migration Flows – Age Profile

Source: Bridgend Demographic Analysis and Forecasts report 2019 (Edge Analytics)

4.20 Though the levels of migration between the Vale and Bridgend are relatively modest when compared the flows between other areas, the data suggests some correlation between these migration flows and local housing completion rates.

4.21 From 2006-07 to 2014-15, Bridgend consistently built more housing than VOG, averaging 255 more dwellings completed per annum than VOG. In this period, Bridgend averaged a net migration inflow of 112 from VOG.

4.22 However, comparing this to 2015-16 to 2021-22, VOG delivered an average of 282 more dwellings per annum than Bridgend. In this period, the average net migration per annum from VOG to Bridgend fell to 35. This is a 68.84% decrease.

4.23 The adopted LDP for the Vale included a housing requirement figure of 631 dwellings per annum. In the period immediately after the adoption of the plan, the average annual requirement figure was exceeded. Since the start of the plan period for Bridgend's RLDP, there has been a shortfall of dwellings built against the average annual requirement of 505 dwellings per annum. Through its high level of delivery since adoption, the Vale of Glamorgan has played a role in delivering new family housing in the region and there is evidence that this high level of delivery has attracted migration from people previously living in Bridgend, levelling out the migration flow between VOG and Bridgend.

4.24 The motivations for the migration trend from the Vale to Bridgend will be varied. The Vale of Glamorgan's average house prices exceed those of Bridgend, making Bridgend a more affordable destination with good transport connections to Cardiff for commuters. particularly for young families as demonstrated by the age profile of Bridgend's net flow (figure 7) showing strong growth in ages 20-34. The age profile of Bridgend's net flow (Figure 7) also demonstrates strong growth in the 20–34 age range, suggesting the area is particularly attractive to young families where affordability is again important.

4.25 Over the last 10 years, average house prices for all types of housing in the Vale have been above those in Bridgend, as have the price for new build housing (Figure 7). It will be noted that since the Covid 19 pandemic, house prices in both areas have increased, but the rate of increase has been slightly higher in Bridgend. Whilst a number of factors may have influenced this, this may in part be due to rising interest rates which have had a greater impact on higher value properties.

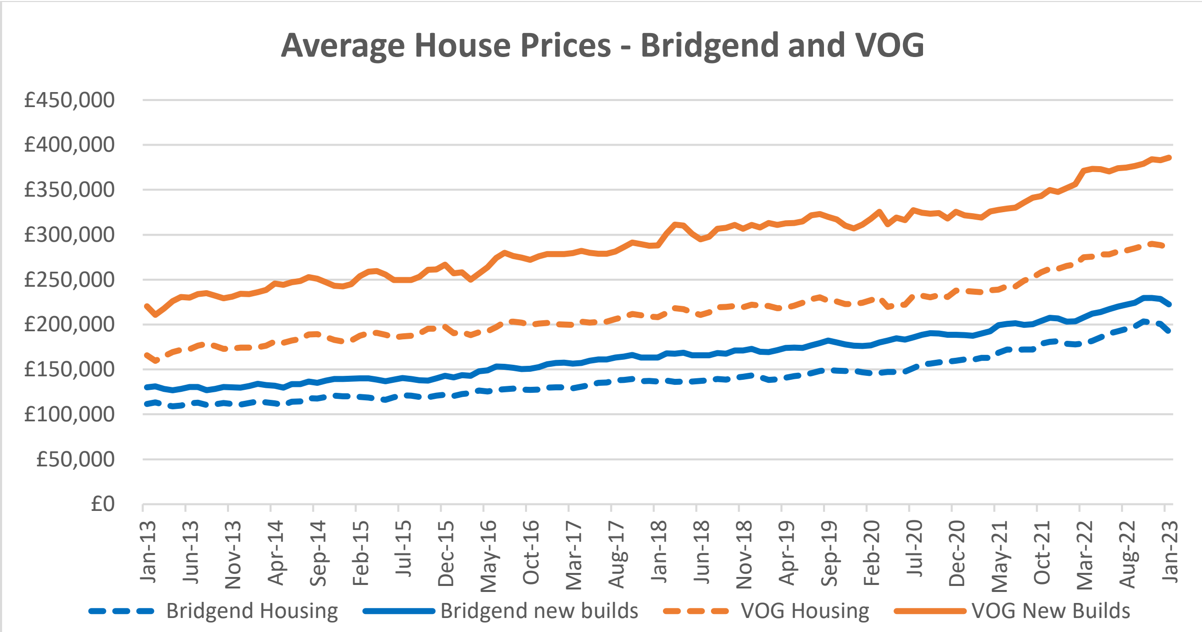

Figure 7: Land registry average house prices

Source: Land Registry online [UK House Price Index (data.gov.uk)]

4.26 Consideration needs to be given to what the migration trends mean for future housing development and RLDP growth strategies. Migration will continue to be a key driver for population growth in both the Vale and Bridgend, as transport infrastructure and countryside access mean that both are attractive alternative locations to Cardiff, particularly where agile working allows those of working age to live further from employment. However, the level of growth that each RLDP accommodates must be sustainable.

4.27 Whilst it has been demonstrated that the Vale can deliver high levels of new housing, it is important that the level of growth planned for in the Vale RLDP is compatible with and is not competing with the level of growth planned for Bridgend and does not therefore undermine Bridgend's position within a National Growth Area in Future Wales.

4.28 The proposed reduction in the Vale's annual housing requirement, from 631 to 526 dwellings, is considered to achieve an appropriate balance of growth between the two authorities. This recognises the crucial role that Bridgend's adopted LDP strategic sites, along with future strategic sites in its RLDP, will play in meeting the wider region's need for family homes during the next plan period.

4.29 Notwithstanding this, net migration is the key driver of population growth in the Vale and from a policy perspective there is a desire to reduce out migration of existing residents and encourage in-migration at sustainable levels to achieve a balanced economically active population that aligns with employment growth. This would include attracting those young people in the 15-19 cohort back to the Vale once they have finished higher education courses.

4.30 It would not therefore be the intention for the Vale to seek to stem net migration from Bridgend, or indeed any other authority in the region, but instead allow for a sustainable level of population growth through the allocation of sufficient housing to deliver the plan's objectives in a complementary manner to Bridgend. The housing requirement in the Vale together with Bridgend's strategy is seen as complementary to both Local Authorities.

4.31 The need for affordable housing is significant in both Bridgend and the Vale. In Bridgend, the Local Housing Market Assessment (2024) identifies a need of 229 affordable dwellings per annum during the conventional five year assessment period and 169 affordable dwellings over the remaining 10 years of the plan period. The VOG LHMA (2023) identifies a need for 1,075 affordable homes per annum for the next 5 years and 154 affordable homes for the following 10 years (LHMA 2023). Both authorities seek to maximise opportunities for the delivery of affordable housing and this forms part of the evidence base when setting a housing requirement.

<u>Education</u>

4.32 There are a small number of primary schools within VOG which are located in relatively short distance to Bridgend County Borough. The VOG primary schools in closest proximity to the Bridgend boundary are: Llangan Primary School; Llansannor Church in Wales (C/W) Primary School; St Bride's Major C/W Primary School; St David's C/W Primary School; Wick and Marcross C/W Primary School; and, Y Bont Faen Primary School.

4.33 Llansannor C/W has a high level of pupils living outside of VOG (60%). However, the school has poor road access connectivity with Bridgend County Borough, making it highly unlikely to serve a cross-boundary purpose for residents migrating between Bridgend and VOG. Instead, it is more likely to serve the Rhondda Cynon Taf population due to its closer distance and better road connectivity with that authority. All other primary schools mentioned have a relatively low proportion of pupils living outside VOG, each at <8%, and can therefore be considered to have no major cross-boundary implications for each LPA's RLDP.

4.34 Regarding secondary schools, the vast majority of pupils in VOG secondary schools live within the Vale of Glamorgan (94%). Roughly 7% of pupils in Cowbridge Comprehensive School live outside of VOG, however this includes just 2% from Bridgend. All other VOG secondary schools are either a significant distance from Bridgend and can therefore be assumed to have little to no cross-boundary influence on Bridgend, or have <1% of pupils living outside of VOG.

Employment, commuting and travel to work

4.35 Historically, the Census has been a key data source for commuting data. The 2011 Census identifies that the majority of land within the Vale of Glamorgan is covered by the Cardiff Travel to Work Area (TTWA) 3 based on evidence of where people are travelling to for employment. The Cardiff TTWA also encompasses parts of Caerphilly and RCT. Western VOG is within the Bridgend TTWA which also encompasses the entire of Bridgend itself. There has not yet been a full re-delineation of TTWAs based on the 2021 Census data in the same way previous ones were, due to the distortions caused by the pandemic's impact on commuting patterns. Some data is available on the travel mode and distance travelled to place of employment, however the ONS advises caution with regards to any travel to work related questions in the Census, as it was undertaken during the Covid 19 pandemic when a work from home mandate was in place which may have influenced how people answered the questions.

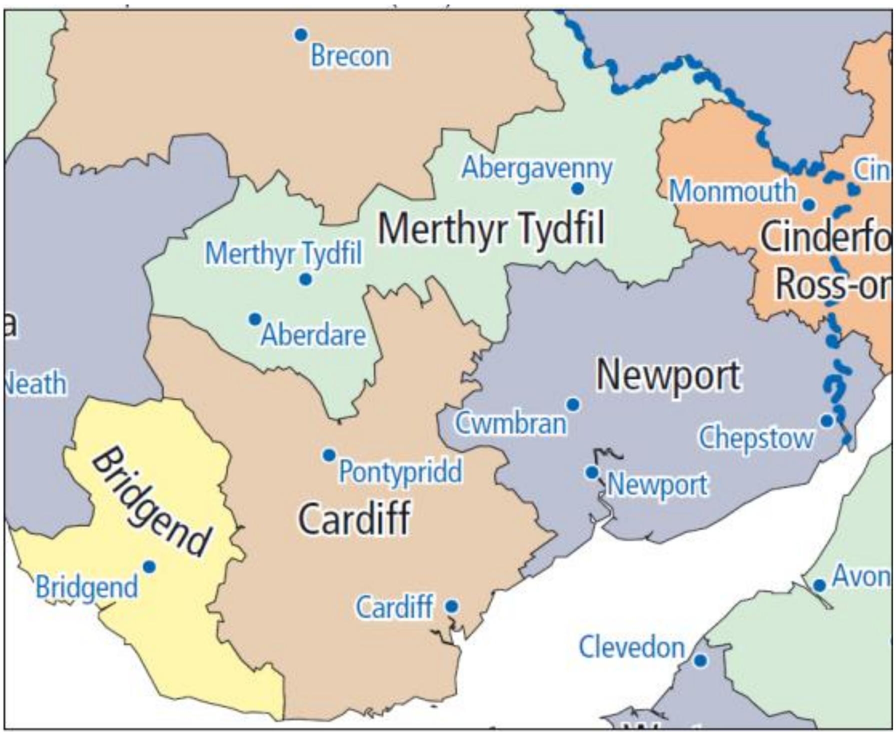

Figure 8: Travel to Work Areas 2011

Source: ONS Travel to Work data

4.36 The ONS Annual Population Survey (APS) provides 2022 data on where residents of each local authority live and work. Overall, 92.7% of South East Wales residents also work in the region. At local authority level, it is estimated that 69.2% of the working residents in RCT are employed within RCT – the fourth highest rate in the region. The APS identifies that 19,400 RCT residents

[3] https://www.data.gov.uk/dataset/travel-to-work-areas-december-2011-map-in-the-united-kingdom1

work in another LA, and 12,500 non-RCT residents are employed within RCT. In the Vale of Glamorgan, it is estimated that 70.1% of working residents work with the Vale of Glamorgan boundary, with 18,600 people employed outside of the area, and 5,800 commuting into the Vale for employment.

4.37 It should be noted that that these figures relate to people employed in each area, not the number of people physically commuting every day. Since the pandemic, working patterns have changed with many more people working from home for at least part of the working week. Agile working has allowed people to live further away from their place of employment and has reduced the number of commuters travelling on a daily basis.

	Total number of working residents in the area	**Total number of people working in the area**	**Number of people living and working within the same area**	**Number of people commuting out of the area**	**Number of people commuting into the area**	**% who Live and Work in area as a % of working residents**
Bridgend	63,300	56,400	43,800	19,400	12,500	69.2%
Vale of Glamorgan	62,200	49,400	43,600	18,600	5,800	70.1%
Cardiff	183,500	223,500	160,700	22,800	62,800	87.6%
Rhondda Cynon Taf	104,600	76,700	63,200	41,300	13,500	60.4%
Caerphilly	81,900	68,700	50,100	31,800	18,600	61.2%
Blaenau Gwent	32,200	22,100	16,300	16,000	5,900	50.6%
Torfaen	41,500	40,400	28,300	13,200	12,000	68.2%
Monmouthshire	43,600	42,500	28,000	15,600	14,500	64.2%
Newport	69,200	73,400	48,900	20,400	24,500	70.7%
Merthyr Tydfil	25,700	24,800	16,500	9,200	8,300	64.2%
South East Wales	**707,700**	**678,000**	**655,800**	**51,900**	**22,200**	**92.7%**

Figure 9 – Commuting patterns by Welsh local authority

Source: ONS Annual Population Survey 2022

4.38 Whilst the APS data does not identify where those commuting out of the area are travelling to, 2011 Census evidence indicates that a large proportion of Vale residents are commuting to Cardiff due to the number of job opportunities available, with lower numbers working in Bridgend and RCT.

4.39 The Vale of Glamorgan RLDP Preferred Strategy seeks to align jobs and housing to reduce the need to travel. An employment land requirement of 67.8 ha has been identified through the Employment Land Review, with provision being made for 182 Ha of employment land in the Deposit Plan, primarily on strategic sites to meet different employment needs across the plan period. The scale of employment and jobs growth has been considered alongside the housing growth to ensure that the two are compatible and sufficient jobs are providing for the growth in population.

4.40 Land has been identified for new employment linked to the proposed level of population growth to provide the opportunities for people to work locally. However, whilst the RLDP can allocate land to seek to co-locate employment and housing as a means of reducing the need to travel, it is beyond the remit of the plan to prescribe where people work. As a result, there will always be a level of out commuting to Cardiff. In order to accord with national planning and transport policy, it is important that the sites allocated are in locations that are well served by the sustainable transport network, which is a key component of the RLDP Strategy. The key sites identified within the Vale RLDP are all within a reasonable walking or cycling distance of existing and potential stations on the Vale of Glamorgan rail line, are in areas served by buses and the developers will be required to make active travel improvements on routes to stations and other key services and facilities where necessary. The location of new developments in accordance with the strategy will ensure that those residents commuting to neighbouring authorities from the Vale can do so by sustainable modes.

4.41 The Bridgend LDP makes provision for 68.8 hectares of employment land to accommodate up to 7,500 additional jobs. These sites will be safeguarded to ensure a continuous supply of employment land for new and expanding businesses in Bridgend and provide inward investment opportunities. Existing major employment hubs such as Bridgend Industrial Estate and Waterton Industrial Estate offer employment opportunities across a range of sectors and are accessible to VOG residents by bus via the train and/or X2 bus service. The availability of current and future jobs in Bridgend that are easily accessible by train will ensure that any VOG residents that need to commute can do so by sustainable means.

4.42 The Vale and Bridgend will continue to discuss potential cross boundary improvements to Active Travel and public transport, and also will continue liaison with Transport for Wales in respect of proposals for increasing frequency and capacity of rail services.

Retail

4.43 A Retail and Commercial Leisure Study (Background Paper 13) prepared by Nexus Planning on behalf of the Vale of Glamorgan Council in June 2023 examined the capacity for new retail and commercial leisure development within the Vale of Glamorgan up to 2036. The study was based on an analysis of consumer expenditure, market share, and the health and vitality of VOG's main town and district centres. The study area also covered main town and district centres outside of VOG, including Bridgend.

4.44 The analysis indicates that Bridgend holds a market share of approximately 5.5% for convenience goods and 7.8% for comparison goods. The largest niche market share of VOG residents' expenditure in Bridgend is on electrical goods (12.3%), while DIY goods (10.8%) and clothing and footwear (9.1%) also carry notable influence on spending habits. Beyond these specific trades, the data reveals that Bridgend has minimal overall influence on the general spending habits of VoG residents.

4.45 The vast majority of market share of VOG resident spending for convenience goods is largely retained within VOG. On the other hand, the majority of VOG residents spending for recreational goods, clothing and footwear goods, furniture, and DIY goods, is spent outside of VOG, with Cardiff the primary beneficiary of these markets. This indicates that Bridgend generally does not function as a primary or substantial retail draw for the population of VOG.

5. Conclusion

5.1 Following the adoption of the Vale of Glamorgan LDP in 2017, housebuilding increased significantly, with many allocated sites being brought forward early in the development plan period. Over the same time period, there have been fluctuating levels of migration from VOG to Bridgend, primarily from working families. The motives behind migration vary but may be linked to the greater availability of new build housing.

5.2 For the RLDPs, it is important that the level of new housing in the Vale is complementary to and not competing with the strategic sites in Bridgend in the delivery of family housing in particular. The Vale RLDP sets an appropriate housing requirement, based on longer term average house building rates. Bridgend has also planned for a level of growth informed by recent evidence, where its delivery will be focused to the sustainable urban areas of Bridgend, Pencoed, Pyle, Kenfig Hill and North Cornelly. It is therefore considered that whilst there may still be migration between Bridgend and the Vale for a variety of reasons, the availability of new housing is not going to be such a significant driver given that similar products are available within each local authority. Consequently, it is considered that the level of growth planned in both the Vale and Bridgend's RLDPs is balanced appropriately.

5.3 In employment terms, the RLDPs of Bridgend and the Vale of Glamorgan will make provision for land for employment that accords with the growth in the working age population, in order to align employment with housing. Sites have also been identified where there are opportunities for mixed-use housing and employment, therefore reducing the need to travel. However, there will still be out-commuting from both local authorities to Cardiff due to Cardiff's role as a centre for regional growth. Similarly, commuting between Bridgend and the Vale of Glamorgan is also possible through sustainable modes of transport via frequent rail service.

5.4 Having regard for the above, it is considered that the Bridgend RLDP 2018-2033 and the Vale of Glamorgan RLDP 2021-2036 accord with Test of Soundness 1: 'Is it compatible with the plans of neighbouring LPAs?'.

7 Appendix C – Joint Position Statement with Rhondda Cynon Taf

Joint position statement on the relationship between the Rhondda Cynon Taf and Vale of Glamorgan Replacement Local Development Plans

Prepared by Rhondda Cynon Taf County Borough Council and Vale of Glamorgan Council

October 2025

RHONDDA CYNON TAF

VALE of GLAMORGAN

BRO MORGANNWG

1 Introduction

1.1 Rhondda Cynon Taf County Borough Council (RCTCBC) has commenced work on a Revised Local Development Plan (RLDP) for the period 2022 to 2037, which will, upon adoption, replacing the adopted Local Development Plan (LDP) 2006 to 2021. The Vale of Glamorgan Council are also preparing a Replacement LDP for the 15-year plan period 2021-2036, which will replace the adopted LDP 2011-2026. Both local authorities are working to similar timescales for the preparation of their respective plans.

1.2 This position statement considers the relationship between Rhondda Cynon Taf (RCT) and the Vale of Glamorgan from a population, housing, commuting and transport perspective and explains how the proposed strategies for the respective RLDPs are considered to be complementary within the regional context. The statement forms part of the evidence base for the respective RLDPs, demonstrating that the plans accord with Test of Soundness 1 'Does the plan fit?' in respect of compatibility with neighbouring authorities and consistency with regional plans and strategies as well as PPW and Future Wales.

1.3 RCT and the Vale share a border that is geographically defined most notably by the M4 motorway, broadly establishing the boundaries of the two local authorities and this does act as a barrier separating the two areas. There are several settlements to the north of the M4 within RCT's boundary, including the Principal Settlement of Talbot Green, Pontyclun and Llantrisant and the Smaller Settlement of Llanharry, whereas south of the M4 on the Vale's side the area is more rural in character.

1.4 The only A-road connecting RCT to the Vale of Glamorgan is the single carriageway A4222, connecting Llantrisant to Cowbridge. A future walking and cycling route is also planned to follow the A4222, as the only active travel route connecting the two local authorities. A trainline to Pontyclun and Llanharan passes through the Vale of Glamorgan, however there are no stations within the Vale along this line. One bus service also connects RCT and the Vale, passing through Llantrisant, Cowbridge and Llantwit Major on an hourly basis.

1.5 It is recognised that the preparation of a Strategic Development Plan (SDP) for the region will determine the future scale and growth of the Cardiff Capital Region. However, the RCT and Vale RLDP's are currently being prepared in advance of the timescales for the preparation and adoption of the SDP so the future direction and vision for the region are at this stage unknown. However, the issues considered in this statement are matters that would need further consideration through the SDP process at the appropriate time.

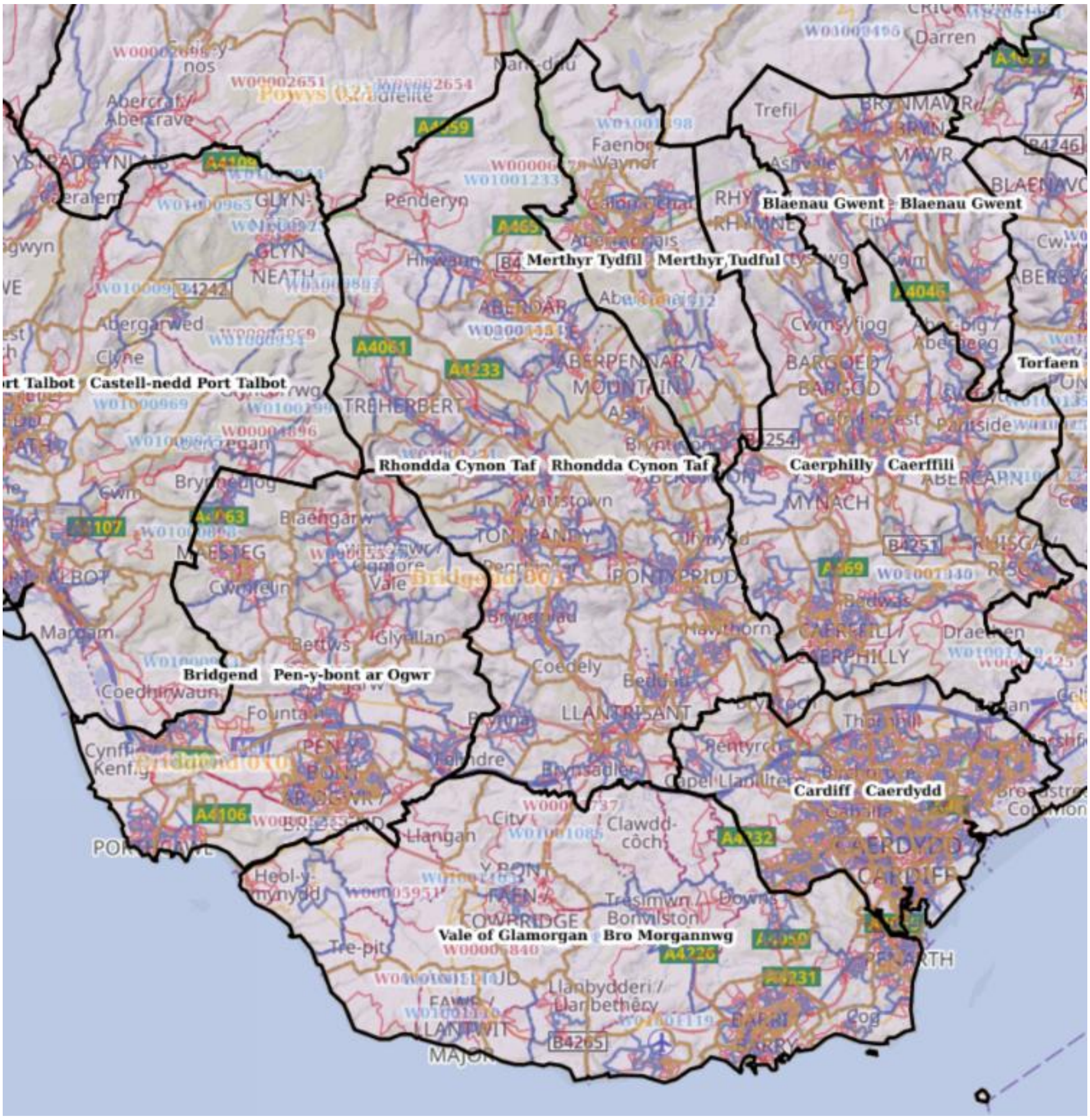

Figure 1: Map of the Vale of Glamorgan's neighbouring authorities

Source: https://datamap.gov.wales/maps/boundaries-information-wales/view#/

2 Regional Context

Future Wales

2.1 Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the 'Cardiff, Newport and the Valleys' area, which, as shown in the regional diagram encompasses both RCT and the Vale, together with Bridgend, Newport, Cardiff and the Valleys local authorities of Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000 and accounts for 51% of the total economic output of the Welsh economy.

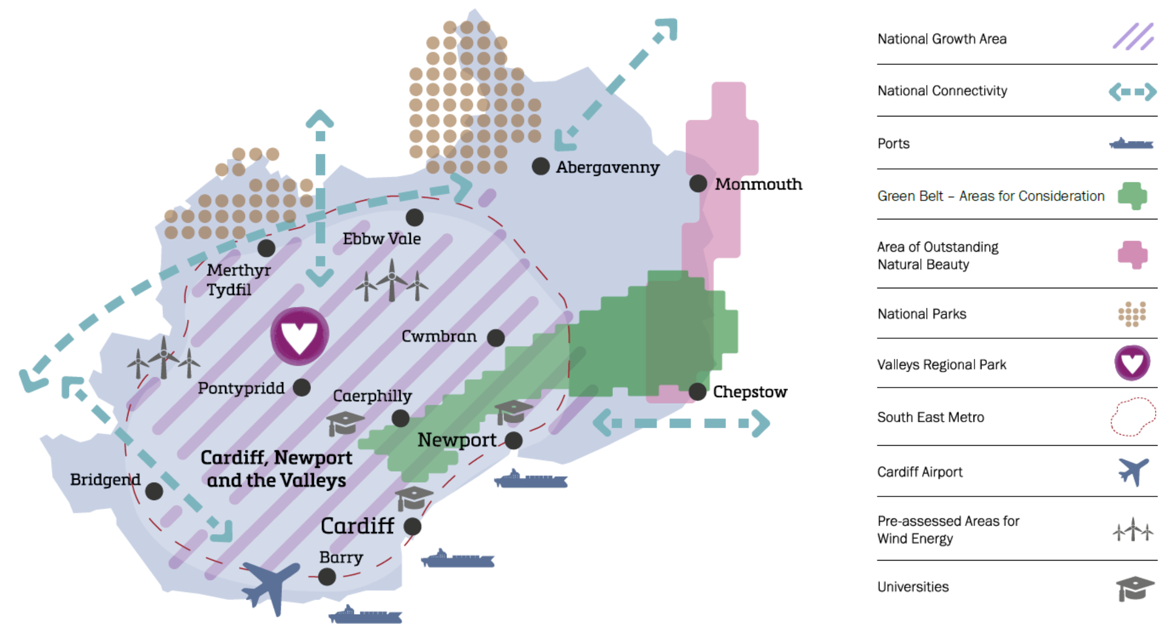

Figure 2: Future Wales regional strategic diagram for South East Wales

2.2 Policy 33 of Future Wales indicates "*Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructur*e."

2.3 Supporting text for Policy 33 states that the Valleys area, including Rhondda Cynon Taf, is a priority area for the Welsh Government, which should also be reflected in the region's prospective Strategic Development Plan. The policy emphasises towns and cities as the focus for providing sustainably location development.

2.4 Future Wales acknowledges Cardiff's status as the primary settlement in the region, and an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night time economy and finance.

2.5 The supporting text for the Policy 33 states "*Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region*."

2.6 Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

2.7 Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

3 Adopted LDP strategies and levels of growth

Vale of Glamorgan

3.1 The Vale of Glamorgan LDP was adopted in June 2017. The strategy comprises the four key elements:

- Development in the South East Zone
- St Athan as a Key Development Opportunity
- Cardiff Airport - Employment and Transport Opportunity
- Development in the Other Sustainable Settlements

3.2 The adopted LDP sets out a housing requirement of 9,460 dwellings per annum, which equates to 631 dwellings per annum, together with 492 gross hectares (369 net hectares) of land to meet employment needs. The adopted LDP growth figure was informed by the 2011 Welsh Government population and household 10 year average migration based projections and economic growth aspirations linked to strategic employment sites.

3.3 The latest Annual Monitoring Report (AMR) for 2024-25 identified that as of 1st April 2025, 6,999 dwellings had been delivered, which was 20.7% below the cumulative target of 8,829, that would have been expected at this point in the plan period. The AMR acknowledges that the lower annual build rate is primarily a reflection of the impact that the global economic recession had on the housing industry nationally and its impact on housing delivery with the early years of the Plan period. The majority of housing allocations within the plan have either been delivered, are under construction, have planning permission or have a planning application awaiting determination and therefore good progress has been made in bringing forward the sites that have been allocated in the plan. Whilst progress is being made on sites, however, it is not anticipated that all sites will be completed by the end of the plan period with the current forecasts identifying that 7,278 dwellings will be complete out of the 9,460 dwellings that have been allocated – an anticipated shortfall of 2,362 units.

3.4 The AMR also highlights that as of 1st April 2025, a total of 2,358 affordable dwellings have been delivered against a cumulative target for this point in the plan period of 2,741, which is only slightly below the target.

3.5 From the employment perspective, as of April 2025, the Council had approved 119.91 Ha of employment land on strategic sites as identified in the LDP, compared to the monitoring target of 314 ha by 2026. In terms of job creation, there has been some good progress made in the approval of applications on strategic employment sites, although the number of jobs approved with reserved matters or full permission on strategic sites (2,675 jobs) is still some way off the monitoring target at the end of the plan period (4,610 – 5,610). A further 3,069 jobs have been granted outline approval, however.

RCT

3.6 The RCT LDP was adopted in March 2011. There are 10 objectives in the LDP, covering the following overarching themes:

- Sustainable Communities.
- Achieving potential.
- Better quality of life.
- Develop and Protect the County Borough for Future Generations

3.7 The LDP makes provision for between 14,936 – 15,386 new dwellings to meet the housing land requirement of 14,385. The housing requirement equates to 959 dwellings per annum. The housing requirement in RCT will be met in accordance with Policy AW 1 of the LDP. The plan allocated land for a total of 9,025 to 9,475 new dwellings. This figure includes 5,000 – 5,450 dwellings on mixed-use Strategic Sites and an additional 4,025 on non-strategic sites. The LDP also makes provision for 51 hectares of new B1, B2 and B8 strategic employment development.

3.8 A cumulative total of 7,203 dwellings have been completed since the start of the plan period through to its end in 2021. (Between then and the end of 2024, a further 1,326 dwellings have been built). The LDP identified a requirement for 14,385 dwellings in RCT during this plan period (or 959 per annum). This was in accordance with Welsh Government's population projections, at the time of the LDP plan preparation. The actual completions are an overall difference of 50% of this requirement.

3.9 However, soon after the adoption of the LDP, it became clear that the LDP housing requirement was unrealistically high. Updated Household Projections issued by Welsh Government in 2014 and 2018 evidenced this, both indicating a growth of between 553 and 600 per annum. This equates to approximately 8,000 over the 15 years. This would indicate a very positive difference of just 10%, between what has proven to be actual requirements, set against the comprehensive delivery of housing.

3.10 In terms of affordable housing delivery, the LDP set a target for the delivery of 1,770 affordable units to be provided during the plan period from 2006 to 2021. Figures show that 1,542 new build affordable dwellings were completed between 2006 and 2021. (Between 2021 and the end of 2024, a further 311 affordable dwellings have been built). The 1,542 affordable units represents 87% of the overall identified affordable housing need for the LDP and its plan period. It also represents 21% of all total new build housing completions over this period. These figures show a very significant and successful delivery of both market and affordable housing through the plan period.

3.11 The plan identifies a monitoring target for the development of 51 hectares (ha) for 'strategic' employment at Land South of Hirwaun, and Land at Mwyndy /Talbot Green. To date, no land has been developed for employment land at these strategic sites. However, at the Mwyndy employment site, there has been an approval for a 4.10ha site, or 2,140 square metres of Class B8 (storage and distribution).

3.12 The plan also identifies 47ha for ‘local’ employment opportunities. On the allocation SSA 14.1, Coed Ely there has been a longstanding outline permission for employment uses for the whole 14 hectare site. This has since seen full permissions for various industrial and commercial units emerge, which has seen the development of just under two hectares of the site.

3.13 At NSA 14.1 in Ferndale, it has been necessary to use part of the site to provide a new Welsh Medium primary school. On NSA 14.2, North of 5^{th} Avenue, in Hirwaun Industrial Estate, there has been the development of a major commercial recycling facility across the majority of the site.

4 RLDP strategies and growth

Vale of Glamorgan

4.1 The RLDP Preferred Strategy for the Vale of Glamorgan is a 'Sustainable Growth' strategy. This strategic option was considered most appropriate as it best aligns with the policy requirements of Future Wales, Planning Policy Wales and Llwybr Newydd – the Wales Transport Strategy by focusing development in sustainable places that would reduce the need to travel and encourage the use of sustainable transport. This option will consider the capacity of settlements to accommodate development, rather than targeting development primarily to sites of a certain size or position in the settlement hierarchy.

4.2 The Preferred Strategy was published for public consultation in December 2023 and following the preparation of an Initial Consultation Report, the Strategy was approved by full Council in September 2024 as the basis for the Deposit Plan.

4.3 The Sustainable Growth Strategy proposes a medium level of growth of 7,890 dwellings over the plan period, which equates to 526 dwellings per annum. This is based on a policy-based dwelling led scenario reflecting average build rates over the 10 years prior to the start of the plan period. Under this option, the population would increase by 13,150 driven by net migration of just over 1,000 persons per annum. As this option reflects what has been delivered in recent years in terms of housebuilding, it is considered to be realistic and deliverable and suitably ambitious, given the Vale's position within the national growth area. It would also increase opportunities to deliver affordable housing.

4.4 Since the start of the plan period in 2021, nearly 1,750 units have been completed in the Vale on large and small sites and a further 300 units are under construction. In addition, there is a landbank (sites with planning permission) of nearly 2,000 units and a further 1,300 are anticipated to be delivered on large and small windfall sites. In total, the Deposit RLDP will allocate 3,500 units for housing – 2,500 on new allocations and a further 1,000 on deliverable rolled forward adopted LDP sites.

4.5 The majority of the new housing will be located within the Strategic Growth Area, which follows the Vale of Glamorgan rail line along the southern coastal belt and includes the key settlement of Barry, the service centre settlements of Llantwit Major and Penarth as well as the primary settlements of St Athan, Rhoose, Sully, Dinas Powys and Llandough. Although not on the rail line, Cowbridge has also been included within the strategic growth area as it is a sustainable settlement in its own right, reducing the need for people to travel, and due to its good bus links.

4.6 Outside of the Strategic Growth Area, new allocations will be limited to rural affordable housing led developments within sustainable minor rural and primary settlements. These sites will be small in scale, responding to local affordable housing need and will not have any will not have any adverse effect on the character and appearance of the settlement of surrounding countryside.

4.7 The Preferred Strategy also identifies a requirement for up to 5,300 jobs and seeks to align employment to new housing to reduce the need to travel and reduce current high levels of out-commuting.

RCT

4.8 The Preferred Strategy for RCT's RLDP is defined as a 'Northern Sustainable Communities and Southern Sustainable Growth Strategy'. There is a preferred growth option of 564 dwellings per annum over the plan period, equating to 8,450 new homes, plus 3,990 new jobs. This scenario would result in a population growth of 8,020 or 3.3% over the plan period to 2037. This equates to an additional 8,009 households and a net migration into the County Borough of 705 persons per annum.

4.9 The preferred option is considered to strike an appropriate balance between aspirational growth and achievable growth, and is reflective of RCT's position within the National Growth Area of Cardiff, Newport and The Valleys in Future Wales – The National Plan.

4.10 The strategy divides RCT into a Northern Strategy Area (NSA) and a Southern Strategy Area (SSA). The Preferred Strategy is both positive and aspirational in seeking to achieve the necessary levels of market and affordable housing and economic growth in RCT. Although challenging, it is considered achievable and deliverable.

4.11 The spatial strategy for the north of RCT seeks to set out distinct approaches and interventions in the Northern Strategy Area (NSA). The primary aim of the Northern Sustainable Community Strategy is to continue to strengthen the communities therein. For the most part, the urban areas in the NSA are those in the Rhondda Fawr, Rhondda Fach and Cynon Valleys.

4.12 The current LDP has seen considerable development and economic growth in some areas in the NSA. This RLDP will seek opportunities to extend this trend to all areas within the NSA. It also aims to ensure the continued halting of depopulation, as has been positively achieved by the adopted LDP strategy.

4.13 The SSA is planned to contribute the majority of the RLDP's overall housing growth. This growth will be realised through ongoing development of existing housing landbank sites and the addition of new, sustainable allocations. The current housing landbank indicates that approximately 2,562 dwellings are anticipated in the SSA within the first half of the plan period.

4.14 The RLDP will likely require land to be identified for the development of 3,369 dwellings, in addition to estimated landbank and windfall allowances, in order to meet the total housing provision of 9,295 dwellings.

Llanilid Key Site

4.15 The RLDP proposed Llanilid Key Site is a strategic, 269-hectare former open cast coal site located south of the settlement of Key Settlement of Llanharan. The proposal adjoins the Strategic Site allocation in the adopted LDP (2006-2021) which is allocated for mixed-use development and is currently halfway through the construction of its permitted 1,800 dwellings.

4.16 The proposal for the Key Site may deliver over 3,000 new dwellings in total, though it is noted that an estimated 1,500 will come forward during the plan period of the RLDP up to 2037. At its closest point, the Key Site is circa. 250m in distance from the RCT and VOG border. The closest VOG settlement to the site is Graig Penllyn, some 2.85km away (in a straight line, ignoring all obstacles, roads and terrain). The land immediately across the border in VOG is generally rural and agricultural, rather than an existing urban or employment area. The lack of nearby amenities in the VOG, the site's new residents are unlikely to have a functional reason to regularly cross the boundary

4.17 Despite the close proximity of the site and VOG, there remains relatively poor connectivity between the two, as detailed in section 1.4. The M4 motorway acts as a natural border between the site and VOG. The roads connecting the site to VOG are unnamed lanes unfit for substantial traffic flow. The primary road access to VOG is likely via an unnamed road south of Pencoed Technology Park. There is also no direct public transport accessibility between the site and VOG. It is also noted that the site is a considerable distance from any proposed allocated sites in the VOG RLDP, therefore complementary to and not competing with the key sites and allocations in VOG.

4.18 In light of the above, there is considered to be little functional or competing relationship between the key site and VOG. The absence of transport infrastructure between the site and VOG, and the dominance of rural land across the VOG border naturally restricts the functional relationship and flow of movement between the two. Nevertheless, RCT will continue to consult and collaborate with neighbouring authorities when preparing their RLDP, including the key sites such as Llanilid.

Housing completions

4.19 Figure 3 (below) shows the number of housing completions that have taken place since 2006-07 in the Vale and RCT (left axis) and Wales overall (right axis).

4.20 The trend of completions in RCT generally follows the national trend. RCT experiences a significant drop in housing completions in 2008-09, following the 2008 recession, before reaching their lowest level in 2009-10. However, following adoption of the LDP in 2011, RCT's annual dwelling completions increases for six consecutive years, from 162 in 2011-12 to a peak of 716 in 2016-17. This peak was largely due to a significant number of completions at Land south of The Ridings, Church Village, one of the largest housing allocations in RCT. Since this peak, housing completions have generally fluctuated around 400-500 completions per annum with significant housing contribution from the Llanilid Strategic Site.

4.21 In contrast, the Vale of Glamorgan has experienced more erratic yearly changes in housing completions. The Vale experienced sub-200 completions per year following the national recession in 2008 and did not exceed this until 2014-15. Completions in the Vale began to increase in 2015-16 before peaking at 917 units in 2019-20, driven by the adoption of the LDP, as developers brought forward allocated sites. Whilst significant housing delivery took place at the strategic site at Barry Waterfront (1,700 dwellings in phase 2), the majority of housing allocations were smaller in scale with less up-front infrastructure required, allowing sites to be delivered quickly. Housing development has gradually levelled out since, to generally match the number of completions exhibited in RCT in 2021-22 and 2022-23.

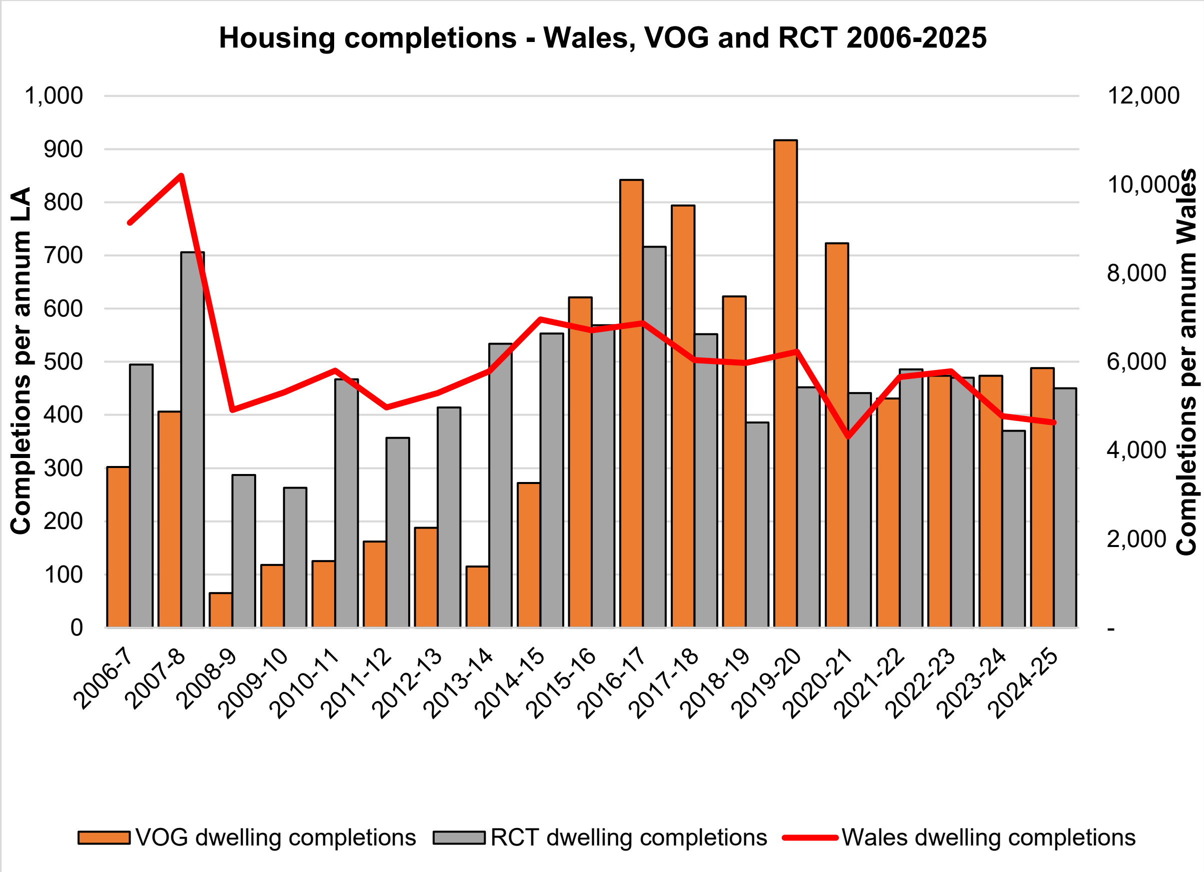

Figure 3: Housing completions 2006-7 to 2024-25

Source: Annual Joint Housing Land Availability Studies and Annual Monitoring Reports

Migration

4.22 Net migration patterns between RCT and the Vale of Glamorgan have fluctuated, however long-term trends show that in the period since 2011 a small annual net migration outflow of RCT residents moving to the Vale has occurred across most age groups. From 2001-02 to 2010-11, RCT gained an average of 33 more people per annum from the Vale than it lost to the Vale. However, from 2011-12 onwards, the trend shifted, with the Vale of Glamorgan gaining an average of 49 people per annum from RCT. Over the period 2001-2022, there was overall a net increase of just 212 residents to the Vale from RCT. However, when comparing this to the migration flows between other neighbouring authorities, specifically Cardiff to the Vale (where the net migration over the same period was 11,500), and Cardiff to RCT (where net migration was 5,700), it is noted that the flow of RCT to the Vale are largely insignificant.

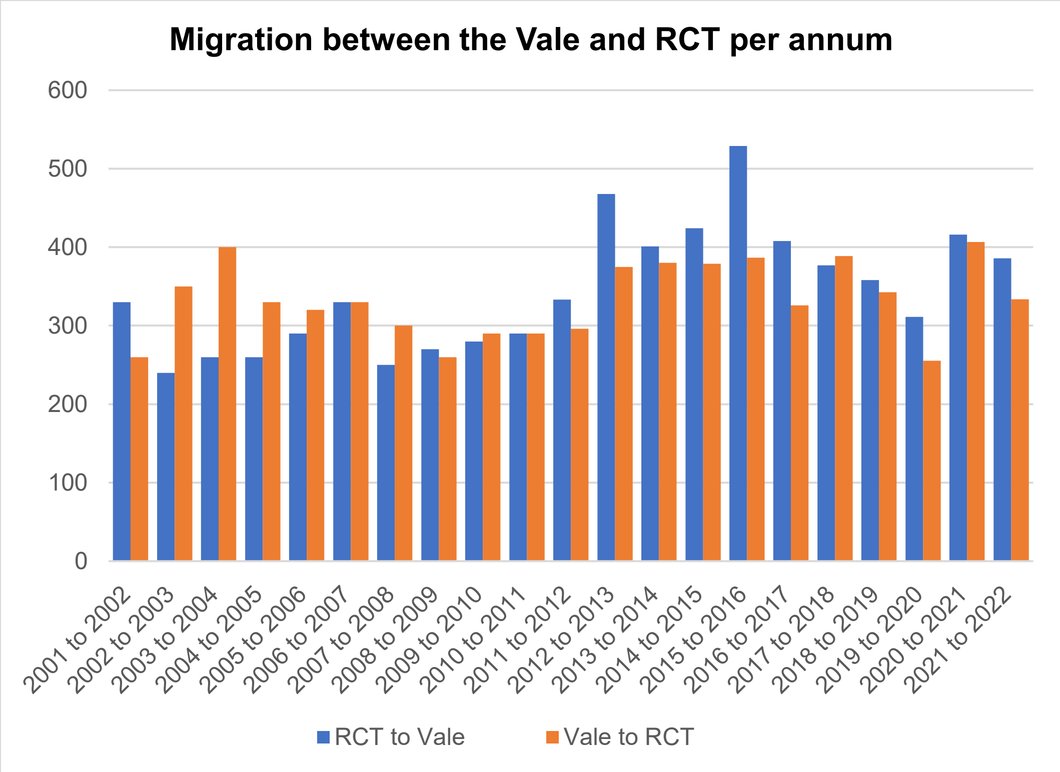

Figure 4: Migration between the Vale and RCT

Source: StatsWales

4.23 The migration trends vary by age group, with most significant movements apparent among working age families (25-44 and 45-64 age groups). Combined, these age groups saw a net outflow to RCT of 210 people between 2001-02 to 2010-11, before shifting to a net inflow to the Vale of 339 from 2011-12 onwards.

4.24 There has generally been a consistent net outflow of people aged 16-24 from the Vale of Glamorgan to RCT. This may be due in part to several factors such as first-time buyer's seeking lower property prices, as well as lower rent, and the University of South Wales in Pontypridd. The age group of 0-15 also has a net inflow to the Vale since 2008-09, likely driven by the inflow of population aged 25-44 and 45-64. On the other hand, the Vale has had a consistent net inflow of people aged 65+, indicating that the respective retired populations of RCT and the Vale tend to be more drawn to the Vale than to RCT.

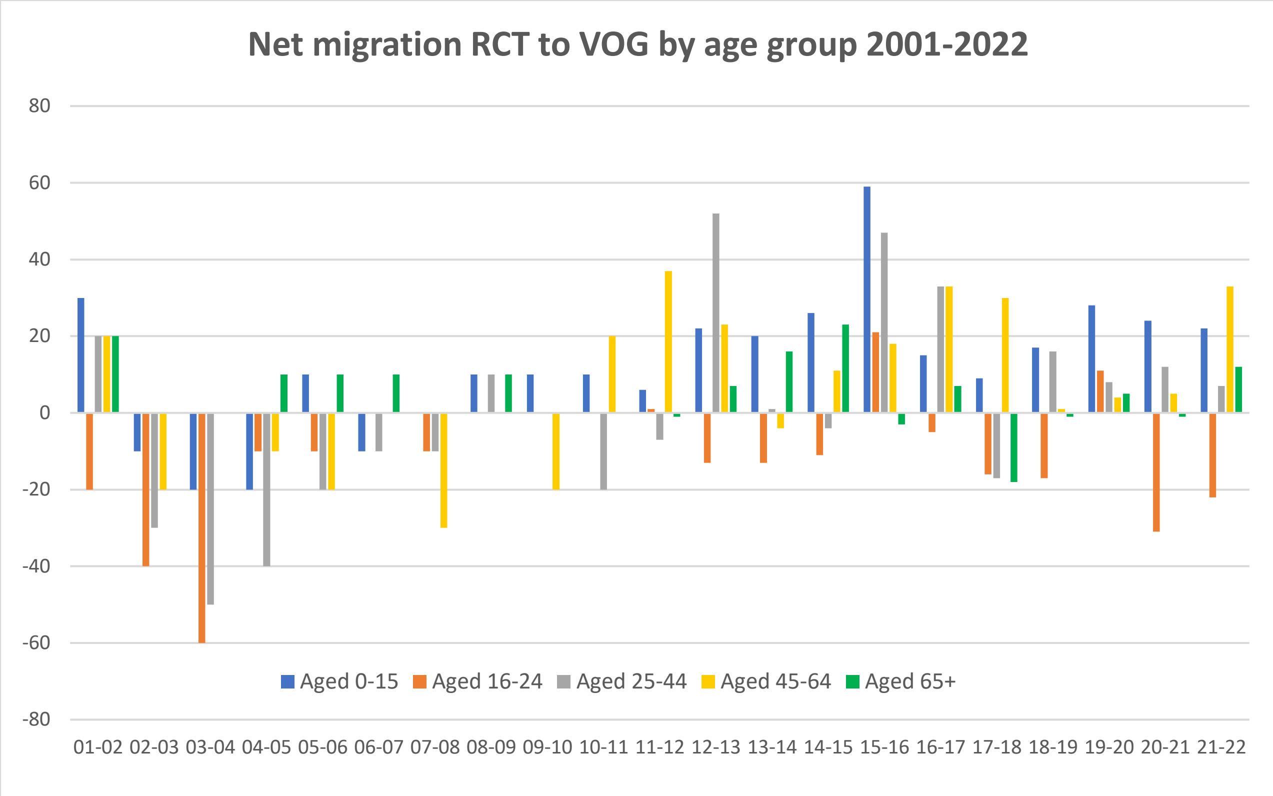

Figure 5: Migration origins and destinations between local authorities by age group

Source: StatsWales

4.25 Figures 6 and 7 illustrate migration patterns by age group for both RCT and the Vale of Glamorgan. This includes migration from all areas, not just between RCT and the Vale. These figures compare two distinct periods: before the introduction of the ONS' Higher Education Leavers Methodology (HELM) (2001/02 – 2015/16) and the years since (2016/17 onwards). The HELM, introduced from mid-2017, aims to more accurately reflect the movement of students after graduating.

4.26 The Figures highlight that since 2001 there has been a net inflow into the Vale across all age groups, except for the 15–19-year old cohort, as family groups in particular have moved into the Vale. Conversely, there has been a large outflow associated with young people leaving the area to study elsewhere in the UK.

4.27 Regarding RCT, the influence of the HELM is evident in the 20–24 and 25–29 age groups, where the net migration flows have reversed from a net outflow to net inflow as more students are being picked up as returning/moving to RCT following graduation. The net migration age profile also illustrates a reverse in the flow for the 15–19 age group from a net inflow to a net outflow as potentially more young people are leaving the area to go to university.

4.28 RCT and the Vale both share the fact that their largest inflows of migration come from Cardiff, meanwhile the largest outflow for each is to Bridgend.

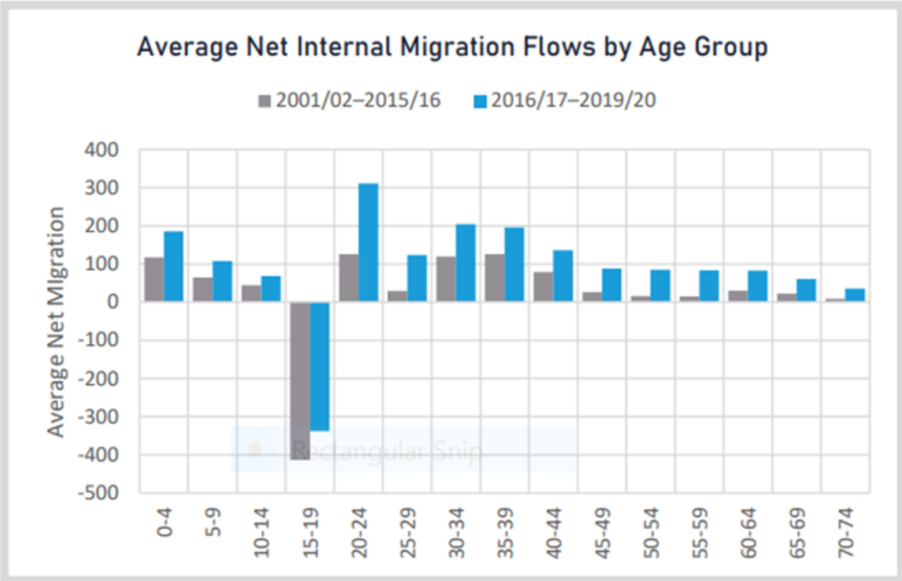

Figure 6. Vale of Glamorgan Internal Net Migration- Age Profile

Source: Vale of Glamorgan Demographic Evidence report (Edge Analytics)

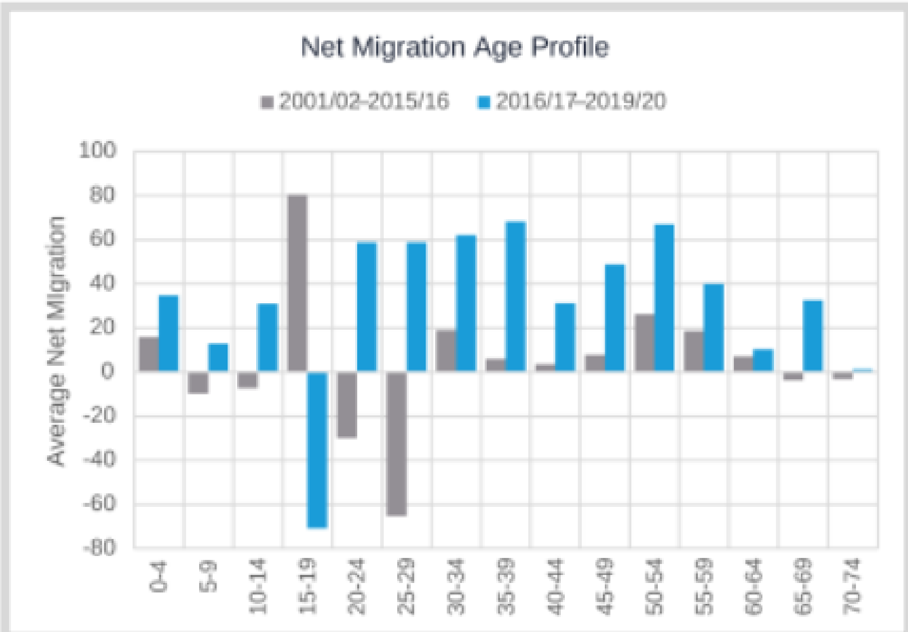

Figure 7: Rhondda Cynon Taf Internal Net Migration- Age Profile

Source: Rhondda Cynon Taf Demographic Evidence report (Edge Analytics)

4.29 Though there are modest levels of migration between the Vale and RCT relative to other local authorities, the data suggests little correlation between these migrations flows and local housing completion rates. While high levels of new build housing have recently been observed in VOG, and RCT has seen fluctuating completion numbers, these trends do not appear to be driven by migration from each other, but rather migration from Cardiff.

4.30 The motivations for the migration trend from RCT to the Vale will be varied. Whilst there is a trend of out-migration from Cardiff to neighbouring Valleys authorities (including RCT), linked to lower house prices, this is not the case for the Vale. Despite the Vale having higher average house prices than Cardiff, the Vale still experiences a modest net inflow of people moving from its neighbouring Valleys authority, RCT. It is noted however that an outflow to RCT is generally observed for the 16-24 age group.

4.31 Over the last 10 years, average house prices for all types of housing in the Vale have been above those in RCT, as have the price for new build housing (Figure 7). It will be noted that since the Covid 19 pandemic, house prices in both areas have increased, but the rate of increase has been higher in RCT. Whilst a number of factors may have influenced this, this may in part be due to home working, which has made the option of rural living more attractive.

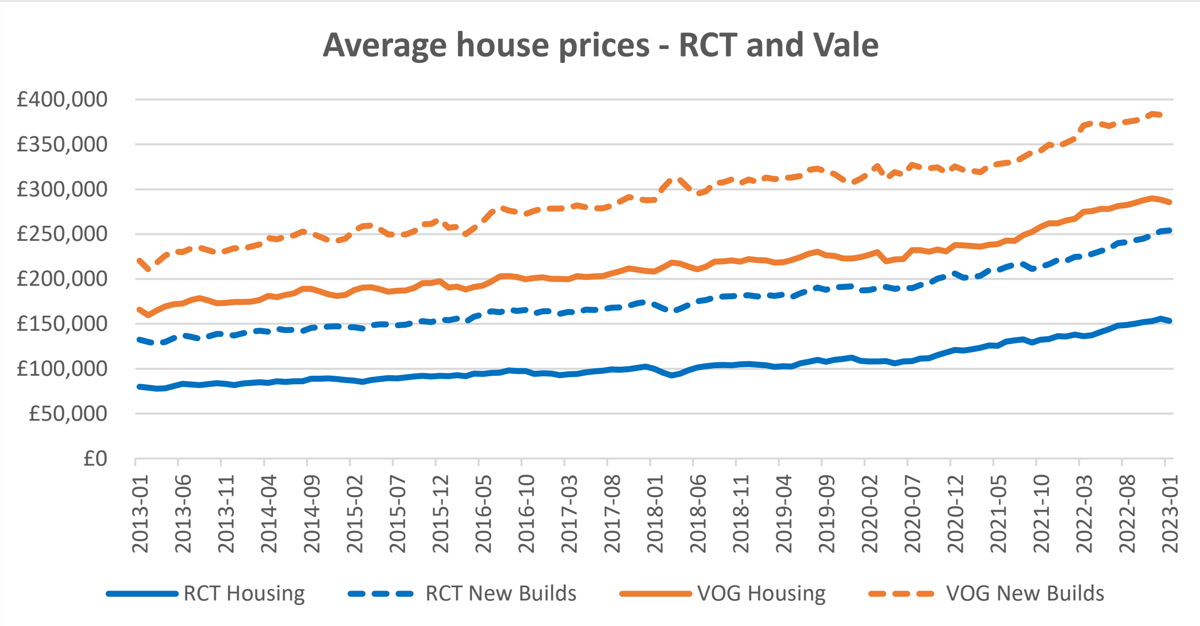

Figure 8: Land Registry average house prices

Source: Land Registry online [UK House Price Index (data.gov.uk)]

4.32 Consideration needs to be given to what the migration trends mean for future housing development and RLDP growth strategies. Migration will continue to be a driver for population growth in both the Vale and RCT, as transport infrastructure and countryside access mean that both are attractive alternative locations to Cardiff, particularly where agile working allows those of working age to live further from employment. However, the level of growth that each RLDP accommodates must be sustainable.

4.33 Whilst it has been demonstrated that the Vale can deliver high levels of new housing, it is important that the level of growth planned for in the Vale RLDP is compatible with and is not competing with the level of growth planned for RCT and does not therefore undermine RCT's position within a National Growth Area in Future Wales.

4.34 The proposed reduction in the Vale's annual housing requirement, from 631 to 526 dwellings, is considered to achieve an appropriate balance of growth between the two authorities. This recognises the crucial role that RCT adopted LDP strategic sites (especially Llanilid), along with future Key Sites in its RLDP, will play in meeting the wider region's need for family homes during the next plan period.

4.35 Notwithstanding this, net migration is the key driver of population growth in the Vale and from a policy perspective there is a desire to reduce out migration of existing residents and encourage in-migration at sustainable levels to achieve a balanced economically active population that aligns with employment growth. This would include attracting those young people in the 15-19 cohort back to the Vale once they have finished higher education courses.

4.36 It would not therefore be the intention for the Vale to seek to stem net migration from RCT, or indeed any other authority in the region, but instead allow for a sustainable level of population growth through the allocation of sufficient housing to deliver the plan's objectives in a complementary manner to RCT. The housing requirement in the Vale together with RCT's strategy focusing on sustainable communities in the Northern Strategy Area and sustainable growth in the Southern Strategy Area to deliver its housing requirement is seen as complementary to both Local Authorities.

4.37 The need for affordable housing is significant in both RCT and VOG. VOG's Local Housing Market Assessment (LHMA) identifies a need for 1,075 affordable homes per annum for the next 5 years and 154 affordable homes for the following 10 years, totalling 6,918 over the course of the plan period (LHMA 2023). For RCT, the Preferred Strategy considered the LHMA draft findings report (Jan 2024). Identifies an affordable need of 744 per annum for the first 5 years and then a total of 195 for the remaining 10 years, indicating a total of 5,672 for the plan period. Both authorities seek to maximise opportunities for the delivery of affordable housing and this forms part of the evidence base when setting a housing requirement.

<u>Education</u>

4.38 There are a small number of primary schools within VOG which are located in relatively short distance to RCT. The VOG primary schools in closest proximity to the RCT boundary are: Llangan Primary School, Llansannor Church in

Wales (C/W) Primary School, Pendoylan C/W Primary School, and Peterston-Super-Ely C/W Primary School.

4.39 Llansannor C/W, located roughly 1km south of Llanharry in RCT, has a significant level of pupils living outside of VOG (60%). The school evidently has a cross-boundary role as a faith school for residents of both LPAs. However, there is little development proposed within the school's catchment area in either LPA's RLDP to impact school's existing capacity.

4.40 Pendoylan C/W and Peterston-Super-Ely C/W each have a significant number of pupils living outside VOG, at 37% and 46% respectively. Pendoylan C/W Primary is located approximately 2 miles south of RCT boundary at junction 34 of the M4. Although the school maintains a minor cross-boundary role, this is unlikely to be impacted by either LPA's RLDP due to the low level of development proposed within school's catchment area.

4.41 Peterston-Super-Ely C/W Primary is located roughly 3 miles from the RCT boundary. However, the school has poor road access connectivity with RCT, making it highly unlikely to serve a noteworthy cross-boundary purpose for residents migrating between RCT and VOG. Instead, it is more likely to serve some of the west Cardiff population due to its closer distance and better road connectivity with that authority.

4.42 All other primary schools in VOG, including Llangan Primary School, have a relatively low proportion of pupils living outside VOG, each at <8%, and can therefore be considered to have no major cross-boundary implications for each LPA's RLDP.

4.43 Regarding secondary schools, the vast majority of pupils in VOG secondary schools live within the Vale of Glamorgan (94%). Roughly 7% of pupils in Cowbridge Comprehensive School live outside of VOG, however this includes just 3% from RCT. All other VOG secondary schools are either a significant distance from RCT and can therefore be assumed to have little to no cross-boundary influence on RCT or have <1% of pupils living outside of VOG.

Employment, commuting and travel to work

4.44 Historically, the Census has been a key data source for commuting data. The 2011 Census identifies that the majority of land within the Vale of Glamorgan and RCT are covered by the Cardiff Travel to Work Area (TTWA) 4 based on evidence of where people are travelling to for employment. Western Vale is within the Bridgend TTWA, while northern RCT is within the Merthyr Tydfil TTWA. The Cardiff TTWA also encompasses parts of Caerphilly. There has not yet been a full re-delineation of TTWAs based on the 2021 Census data in

[4] https://www.data.gov.uk/dataset/travel-to-work-areas-december-2011-map-in-the-united-kingdom1

the same way previous ones were, due to the distortions caused by the pandemic's impact on commuting patterns. Some data is available on the travel mode and distance travelled to place of employment, however the ONS advises caution with regards to any travel to work related questions in the Census, as it was undertaken during the Covid 19 pandemic when a work from home mandate was in place which may have influenced how people answered the questions.

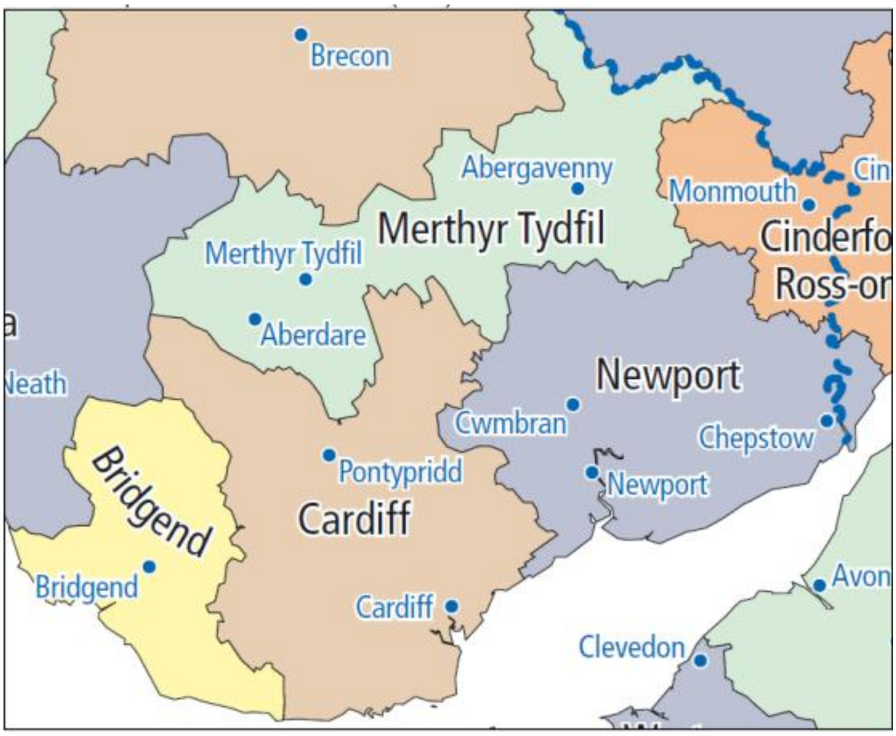

Figure 9: Travel to Work Areas 2011

Source: ONS Travel to Work data

4.45 The ONS Annual Population Survey (APS) provides 2022 data on where residents of each local authority live and work. Overall, 92.7% of South East Wales residents also work in the region. At local authority level, it is estimated that 60.4% of the working residents in RCT are employed within RCT – the second lowest rate in the region. The APS identifies that 41,300 RCT residents work in another LA, and 13,500 non-RCT residents are employed within RCT. In the Vale of Glamorgan, it is estimated that 70.1% of working residents work with the Vale of Glamorgan boundary, with 18,600 people employed outside of the area, and 5,800 commuting into the Vale for employment.

4.46 It should be noted that that these figures relate to people employed in each area, not the number of people physically commuting every day. Since the pandemic, working patterns have changed with many more people working from home for at least part of the working week. Agile working has allowed people to live further away from their place of employment and has reduced the number of commuters travelling on a daily basis.

	Total number of working residents in the area	Total number of people working in the area	Number of people living and working within the same area	Number of people commuting out of the area	Number of people commuting into the area	% who Live and Work in area as a % of working residents
Bridgend	63,300	56,400	43,800	19,400	12,500	69.2%
Vale of Glamorgan	62,200	49,400	43,600	18,600	5,800	70.1%
Cardiff	183,500	223,500	160,700	22,800	62,800	87.6%
Rhondda Cynon Taf	104,600	76,700	63,200	41,300	13,500	60.4%
Caerphilly	81,900	68,700	50,100	31,800	18,600	61.2%
Blaenau Gwent	32,200	22,100	16,300	16,000	5,900	50.6%
Torfaen	41,500	40,400	28,300	13,200	12,000	68.2%
Monmouthshire	43,600	42,500	28,000	15,600	14,500	64.2%
Newport	69,200	73,400	48,900	20,400	24,500	70.7%
Merthyr Tydfil	25,700	24,800	16,500	9,200	8,300	64.2%
South East Wales	**707,700**	**678,000**	**655,800**	**51,900**	**22,200**	**92.7%**

Figure 10 – Commuting patterns by Welsh local authority

Source: ONS Annual Population Survey 2022

4.47 Whilst the APS data does not identify where those commuting out of the area are travelling to, 2011 Census evidence indicates that a large proportion of Vale residents are commuting to Cardiff due to the number of job opportunities available, with lower numbers working in Bridgend and RCT.

4.48 The Vale of Glamorgan RLDP seeks to align jobs and housing to reduce the need to travel. An employment land requirement of 67.8 Ha has been identified through the Employment Land Review, with a significant over-allocation being made for employment land, primarily on strategic sites to meet different employment needs across the plan period. The scale of employment and jobs growth has been considered alongside the housing growth to ensure that the two are compatible and sufficient jobs are providing for the growth in population.

4.49 Land has been identified for new employment linked to the proposed level of population growth to provide the opportunities for people to work locally. However, whilst the RLDP can allocate land to seek to co-locate employment and housing as a means of reducing the need to travel, it is beyond the remit of the plan to prescribe where people work. As a result, there will always be a level of out commuting to Cardiff. In order to accord with national planning and transport policy, it is important that the sites allocated are in locations that are well served by the sustainable transport network, which is a key component of the RLDP Strategy. The key sites identified within the Vale RLDP are all within a reasonable walking or cycling distance of existing and potential stations on the Vale of Glamorgan rail line, are in areas served by buses and the developers will be required to make active travel improvements on routes to stations and other key services and facilities where necessary. The location of new developments in accordance with the strategy will ensure that those residents commuting to neighbouring authorities from the Vale can do so by sustainable modes.

4.50 It is noted that the employment site of Miskin Business Park, home to the large employer Renishaw, holds a shared cross-boundary function, being situated within VOG but near to the RCT border. The Business Park, which is situated directly off Junction 34 of the M4 motorway, is a significant employer in the wider area, likely drawing a substantial proportion of its workforce from the neighbouring RCT area. While the site is physically located in the Vale, its immediate proximity to the principal settlement of Llantrisant, Talbot Green and Pontyclun in RCT means that a large percentage of its workforce resides in RCT. This site may therefore effectively function as a primary employment destination for RCT residents.

4.51 The 3,990 jobs proposed in the RCTCBC RLDP will be identified across a number of sites, including parts of the key sites at Llanilid and former Tower Colliery south of Hirwaun, in addition to available land at existing employment landbank sites. In total, approximately 68.7 ha of available employment land have been identified, exceeding the recommended need of 49 ha for 2022-2037. These sites will be allocated to ensure a continuous supply of employment land for new and expanding businesses in RCT and provide inward investment opportunities. Existing major employment hubs such as Treforest Industrial Estate and Parc Nantgarw offer employment opportunities across a range of sectors and are accessible to Vale residents by train, following a change at Cardiff. The availability of current and future jobs in RCT that are easily accessible by train will ensure that any Vale residents that need to commute can do so by sustainable means.

4.52 Within the Councils Active Travel Network Map, there is an aspiration to develop a cross-boundary active travel route between Rhondda Cynon Taf and Vale of Glamorgan. It would link (at the boundary) with a proposed Vale of Glamorgan Active Travel route to/from Cowbridge, the exact alignment would be subject to future funding and feasibility work. There is currently also a cross-boundary bus route between Llantwit Major and Talbot Green via Cowbridge.

4.53 The Vale and RCT will continue to discuss potential cross boundary improvements to Active Travel and public transport, and also will continue liaison with Transport for Wales in respect of proposals for increasing frequency and capacity of rail services.

Retail

4.54 A Retail and Commercial Leisure Study (Background Paper 13) prepared by Nexus Planning on behalf of the Vale of Glamorgan Council in June 2023 examined the capacity for new retail and commercial leisure development within the Vale of Glamorgan up to 2036. The study was based on an analysis of consumer expenditure, market share, and the health and vitality of VOG's main town and district centres. The study area also covered main town and district centres outside of VOG, including two RCT retail centres; Llantrisant Talbot Green Pontyclun and Pontypridd.

4.55 The analysis indicates that the RCT retail centre of Llantrisant Talbot Green Pontyclun holds a noteworthy niche market share of VoG residents' expenditure on furniture goods (15.3% overall), particularly drawing from the Llantwit Major and Cowbridge area (20.9%), Penarth (16.1%) and Barry (12%). Pontypridd also maintains a modest draw for furniture spending (2.1%). Beyond this specific trade, the data reveals that RCT centres have minimal overall influence on the general spending habits of VoG residents.

4.56 The vast majority of market share of VOG resident spending for convenience goods is largely retained within VOG. On the other hand, the majority of VOG residents spending for recreational goods, clothing and footwear goods, furniture, and DIY goods, is spent outside of VOG, with Cardiff the primary beneficiary of these markets. This indicates that RCT centres generally do not function as a primary or substantial retail draw for the Vale of Glamorgan population.

Minerals

4.57 The Regional Technical Statement (RTS) is a key planning document in Wales that governs the provision and management of aggregates (crushed rock, sand, and gravel) used by the construction industry. The RTS is a strategic document required by the Welsh Government's Minerals Technical Advice Note 1 (MTAN 1) to be reviewed every five years to ensure a sustainably managed supply of aggregates.

4.58 The RTS requires RCT to meet an apportionment of 19.125 million tonnes (mt) over 25 years, and identifies a shortfall of existing permitted reserves of 9.295 mt. However, following the approval of the extension to Craig-yr-Hesg Quarry in 2022, providing an additional 10 mt towards the apportionment, RCT is now considered to be in a position that accords with the requirements of RTS 2.

4.59 For the Vale of Glamorgan, the RTS identified a required apportionment of 17.05 mt provided over 25 years. VOG had existing permitted reserves of 18.73 mt, meaning a surplus of 1.68 mt. A further 13 mt of reserves are permitted at dormant sites (at the time of writing of the RTS). VOG is therefore in accordance with the requirements of RTS 2.

4.60 With both RCT and VOG able to meet their respective apportionments, it is considered that the two LPAs relationship with one another should not be impacted with regard to minerals. It is however noted that a limestone quarry, Forest Wood, is shared on the RCT/VOG border. Mineral extraction is currently set to cease here on the 21st February 2042. This quarry was originally located solely within RCT before a western extension into the Vale of Glamorgan area was permitted in 2011. Remaining reserves at this quarry are currently shared between the two Authorities. RCT and the Vale will continue to discuss any apportionment implications of sharing a quarry in future revisions of the RTS.

5 Conclusion

5.1 Following the adoption of the Vale of Glamorgan LDP in 2017, housebuilding increased significantly, with many allocated sites being brought forward early in the development plan period. RCT's adopted LDP has seen a significant amount of the delivery of housing although the emergence of major windfall sites have compensated for the delivery of several allocations. Over the same time period, there have been fluctuating levels of migration from RCT into the Vale, primarily from working families, particularly from 2011-12. The motives behind migration vary but may be linked to the greater availability of new build housing.

5.2 For the RLDPs, it is important that the level of new housing in the Vale is complementary to and not competing with the Key Sites in RCT in the delivery of family housing in particular. The Vale RLDP sets an appropriate housing requirement, based on longer term average house building rates. RCT is also planning for an appropriate level of growth informed by robust evidence and consistent with past trends. It is therefore considered that whilst there may still be some migration between RCT and the Vale for a variety of reasons, the availability of new housing is not going to be such a significant driver given that similar products are available within each local authority. Consequently, it is considered that the level of growth planned in both the Vale and RCT LDPs is balanced appropriately.

5.3 In employment terms, the RLDPs of RCT and the Vale of Glamorgan will make provision for land for employment that accords with the growth in the working age population in order to align employment with housing. Sites have also been identified where there are opportunities for mixed-use housing and employment, therefore reducing the need to travel. However, there will still be out-commuting from both local authorities to Cardiff due to Cardiff's role as a centre for regional growth. Similarly, commuting between RCT and the Vale of Glamorgan is also possible through sustainable modes of transport via frequent rail service.

5.4 Having regard for the above, it is considered that the Rhondda Cynon Taf RLDP 2022-2037 and the Vale of Glamorgan RLDP 2021-2036 accord with Test of Soundness 1: 'Is it compatible with the plans of neighbouring LPAs?'.

RLDP CDLN

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