Local Development Plan 2021 > 2036

Cardiff Council - January 2025

Deposit Plan

Summary of Regional Collaboration

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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

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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.

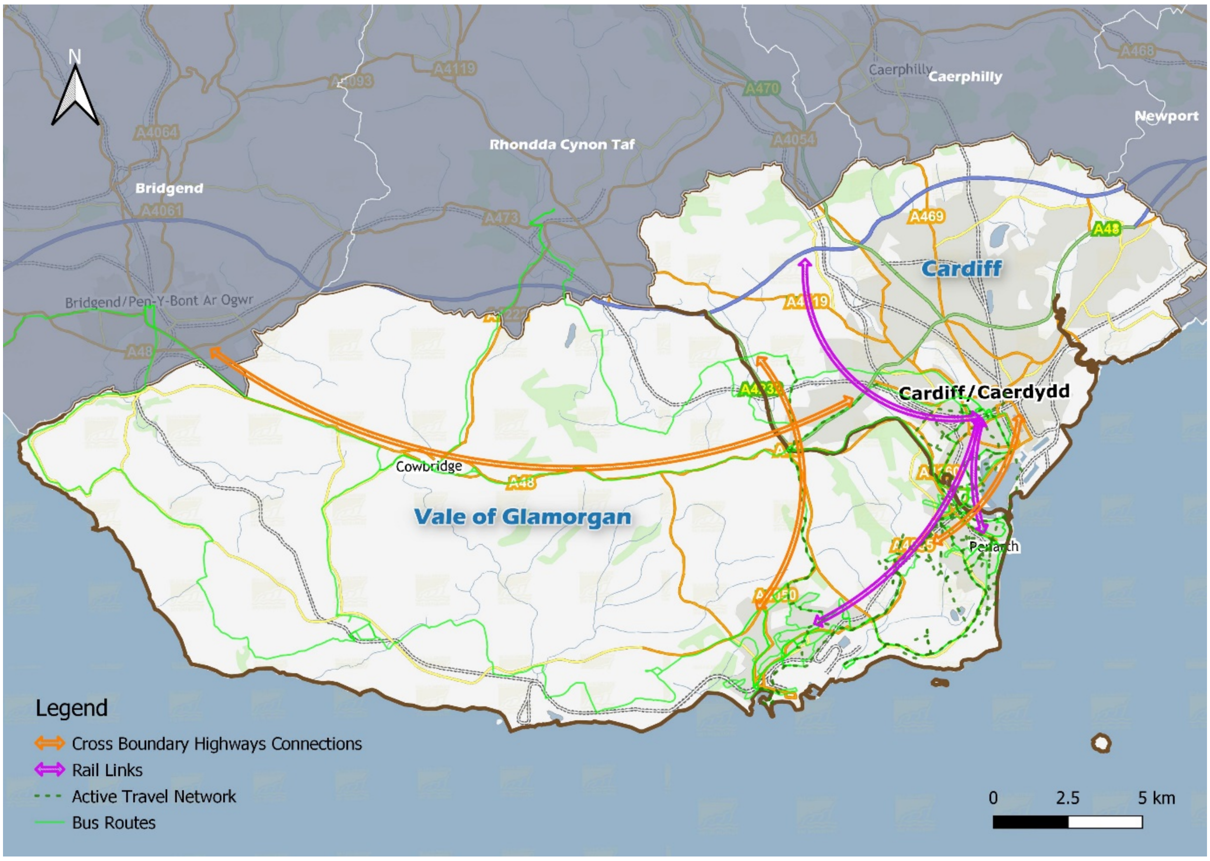

Figure 1: Map of Cardiff and Vale of Glamorgan boundaries

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.

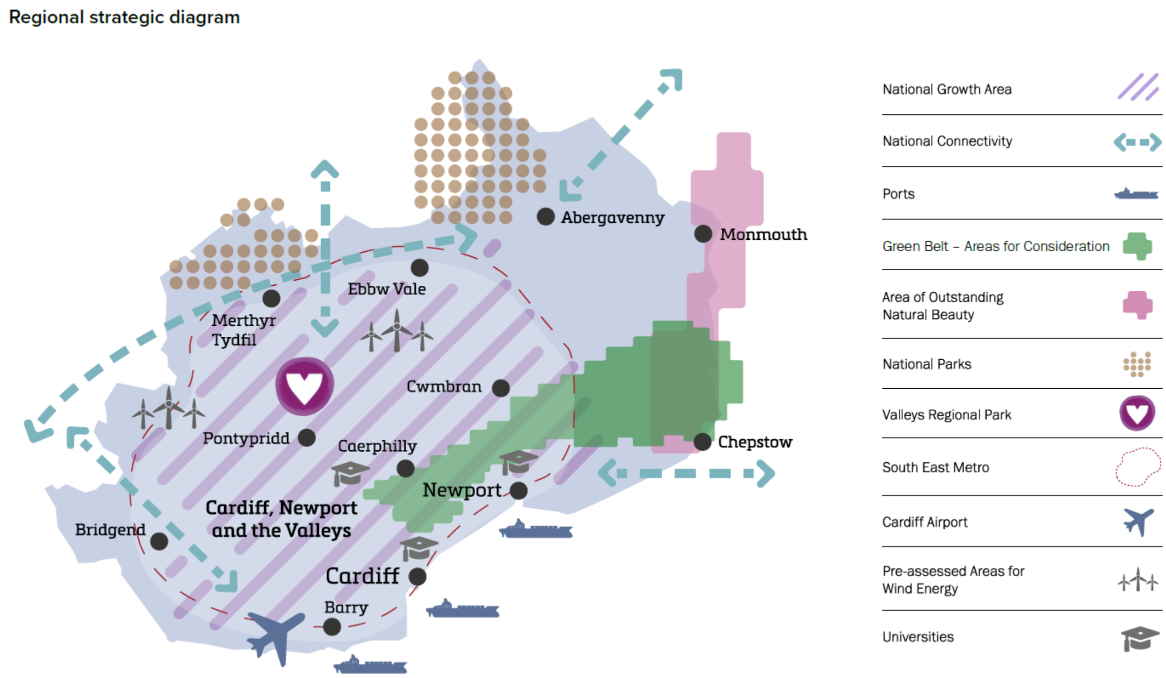

Figure 2: Future Wales regional strategic diagram for South East Wales

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 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:

i. Development in the South East Zone
ii. St Athan as a Key Development Opportunity
iii. Cardiff Airport - Employment and Transport Opportunity
iv. 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:

i. Making provision for new homes and jobs.
ii. Putting in place a framework to manage future growth and encourage high quality, sustainable design.
iii. Bringing forward new infrastructure.
iv. Delivering sustainable transportation solutions.
v. Responding to evidenced economic needs.
vi. Responding to evidenced social needs.
vii. 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

4.1 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 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.

4.3 The Vale has a landbank (sites with planning permission, adopted LDP sites realistically likely to be delivered and windfalls) of approximately 6,000 dwellings, which means there will be a requirement for approximately 2,600 new dwellings. Given the existing supply the requirement for new sites to be allocated is less than in the adopted LDP.

4.4 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

4.5 The Preferred Strategy for Cardiff's 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. This scenario would result in a population growth of 39,373 (39,742) or 10.9% (10.7%) over the plan period to 2036. This equates to an additional 23,103 households and a net migration into the city of 1,460 (1,390) persons per annum.

4.6 The preferred option is considered be most 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.

4.7 The strategy 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 needs and the delivery of the region and the Council's strategic and regeneration objectives.

4.8 There is a substantial landbank of new homes already committed on a range and choice of brownfield and greenfield sites across the city (20,377 as at April 2023). 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 5,281 dwellings. This means that there is no need to identify land for any additional dwellings over the plan period to meet the level of growth proposed in the Preferred Strategy. 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

4.9 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.

4.10 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.

4.11 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.

4.12 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.

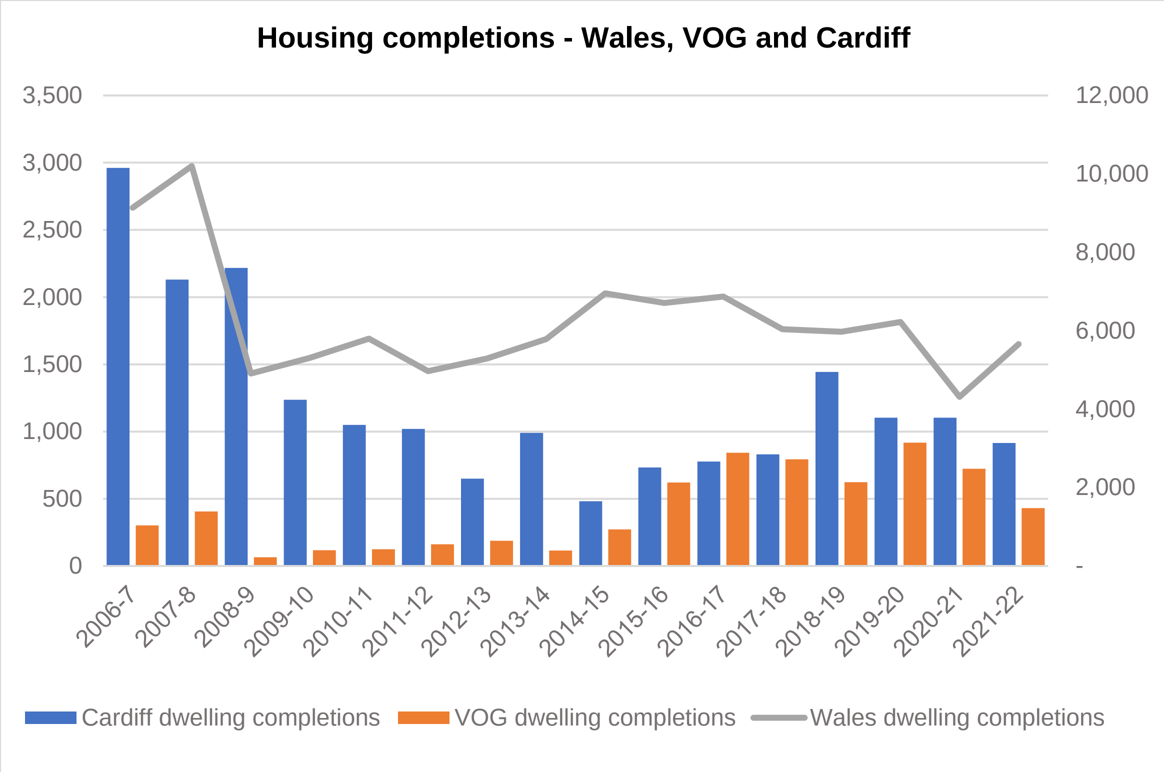

Figure 3: Housing completions 2006-7 to 2021-22

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

Migration

4.13 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)

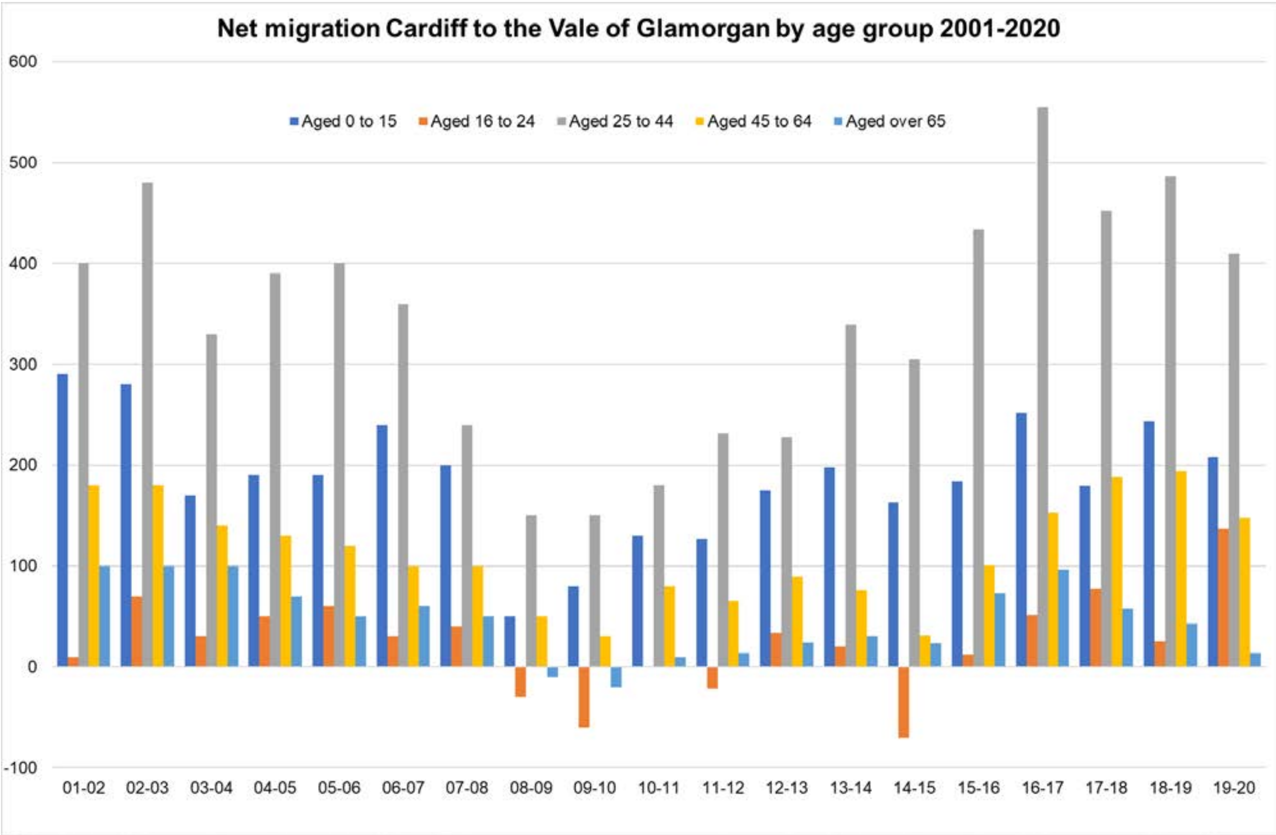

Figure 4: Migration origins and destinations between local authorities by age group

Source: Statswales

4.14 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.

4.15 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.

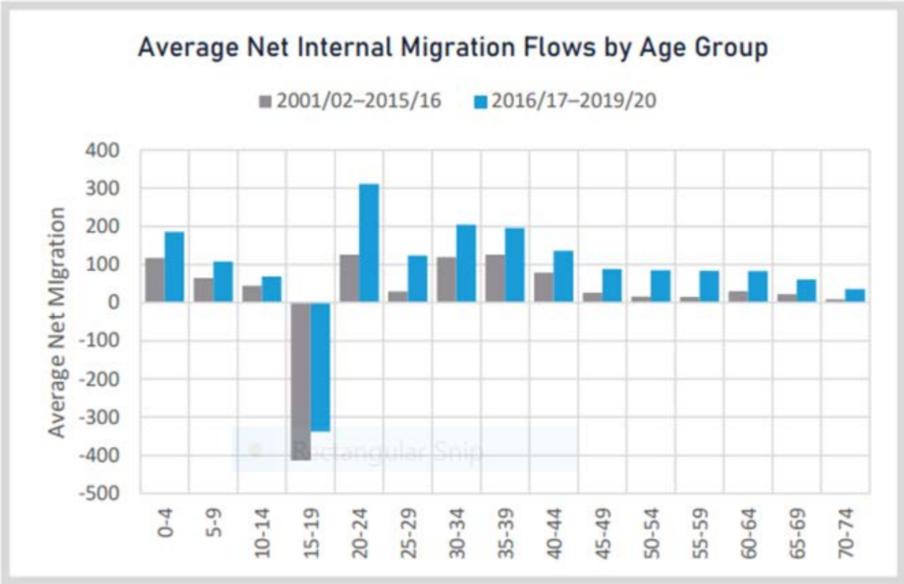

Figure 5. Vale of Glamorgan Internal Net Migration- Age Profile

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

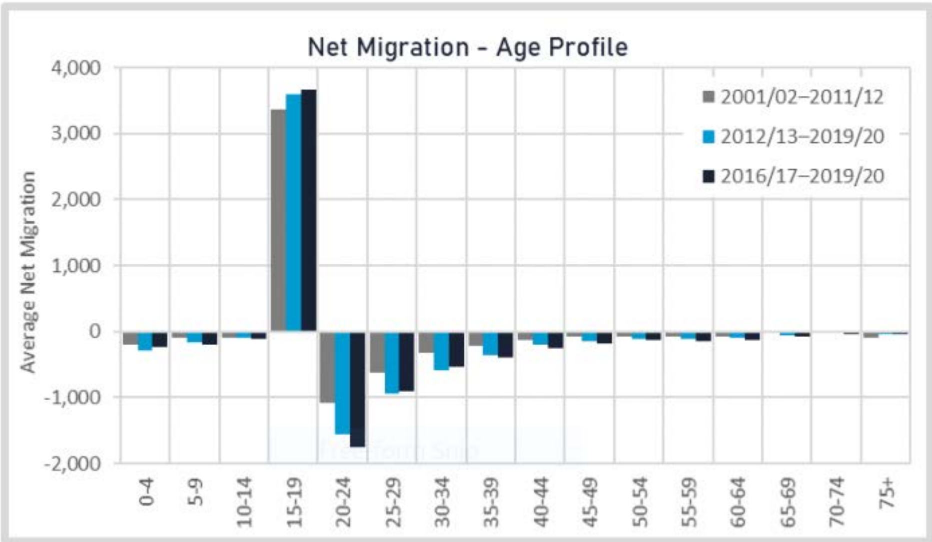

Figure 6: Cardiff Internal Net Migration- Age Profile

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

4.16 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.

4.17 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.

4.18 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), as has the price for new build housing (Figure 8). 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.

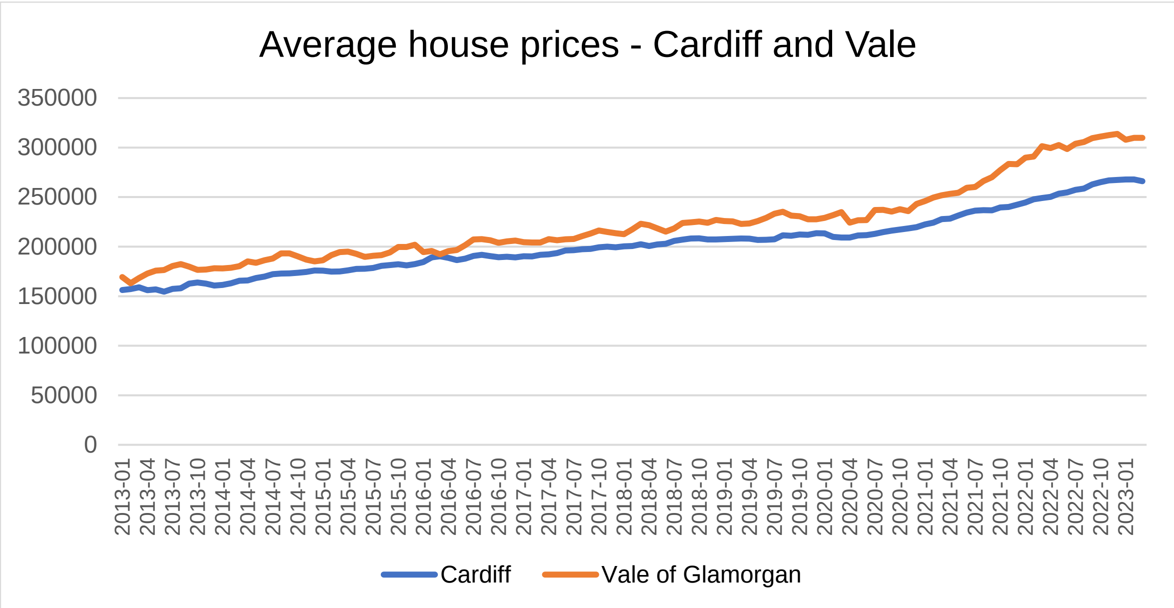

Figure 7: Land registry average house prices

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

4.19 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.

4.20 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.

4.21 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.

4.22 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.

4.23 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.

4.24 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

4.25 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.

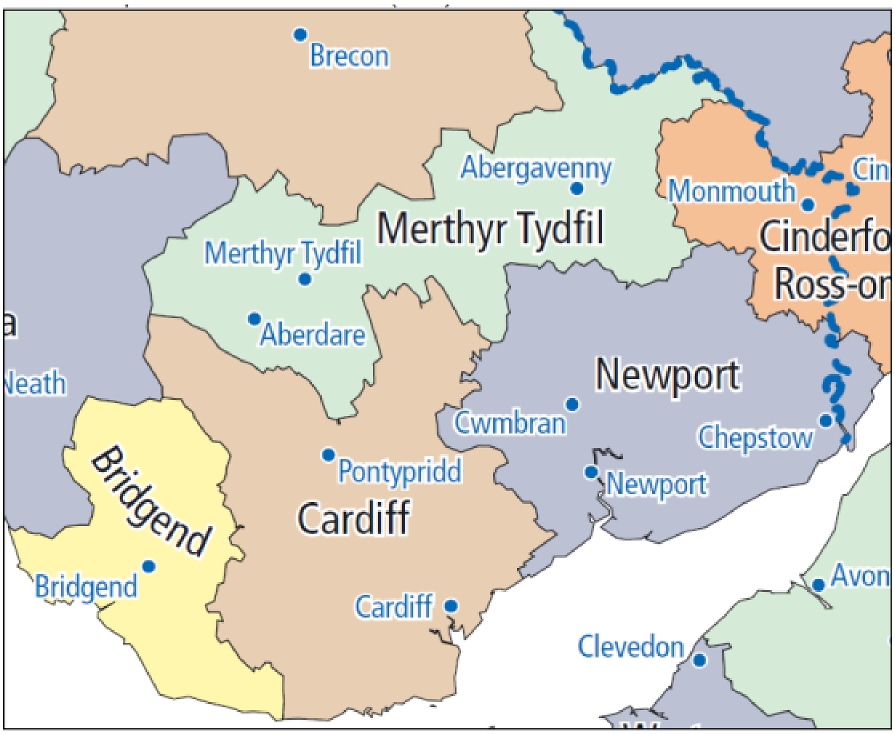

Figure 8: Travel to Work Areas 2011

Source: ONS Travel to Work data

4.26 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.

4.27 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

4.28 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.

4.29 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.

4.30 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.

4.31 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.

4.32 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 2021-2026 and the Vale of Glamorgan RLDP 2021-2026 accord with Test of Soundness 1:Is it compatible with the plans of neighbouring LPAs?