

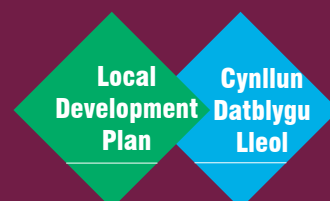
Vale of Glamorgan Local Development Plan 2011 - 2026

Local Development Plan



Draft
Review Report

November 2021



THE VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN

DRAFT REVIEW REPORT

NOVEMBER 2021

**THIS DOCUMENT IS AVAILABLE IN WELSH AND IN OTHER FORMATS UPON
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1. EXECUTIVE SUMMARY

1.1. PURPOSE OF THE REVIEW REPORT

- 1.1.1. Local Planning Authorities (LPA) have a requirement to keep their Local Development Plan (LDP) up to date and to consider the need for review either through their Annual Monitoring Report (AMR) or having reached 4 years post adoption. The 3rd AMR (October 2021) noted that a review was triggered in June 2021 in line with LDP Regulation 41 and recommended that the Council commences work on a replacement LDP following Welsh Government approval of a new Delivery Agreement (DA).
- 1.1.2. Changes to an adopted LDP can only be made through formal plan revision. The first stage is to produce a Review Report, which will be a key part of the evidence base underpinning the form and content of the revised Plan and submitted to the Inspector for examination in due course.
- 1.1.3. There are two revision routes available to choose from when considering how to revise an LDP. Firstly there is a Full Revision of the Plan following the same procedures used in preparing the adopted plan, or secondly, the Short Form Revision procedure where the parameters to be considered are very much more focused and limited in scope.
- 1.1.4. The purpose of this Review Report is to consider the contextual, legislative and policy changes that have taken place since the adoption of the LDP which warrant revisions to the Plan. The review also examines the performance of the LDP in respect of how the policies have delivered the Plan's vision, aims and strategy taking into account the findings of the three AMRs undertaken by the Council since the adoption of the Plan.

1.2. CONSULTATION

- 1.2.1. The Council is seeking stakeholder views on the matters set out in this draft Review Report. Views are sought on the issues that should be considered in the full review of the LDP, together with the subsequent potential changes required to the LDP, as set out in this report.
- 1.2.2. Stakeholders are invited to comment on / suggest any additional issues and / or changes that should be considered in the full review of the LDP. Any comments should be supported by relevant evidence.
- 1.2.3. A consultation response form is available on the Council's website ([click here](#)). If you require assistance accessing or completing the consultation form, please contact the LDP Policy Team on 01446 704665 or email LDP@Valeofglamorgan.go.uk.
- 1.2.4. Comments need to be submitted by **Friday 17th December 2021**.

2. INTRODUCTION

- 2.1. The Vale of Glamorgan Local Development Plan 2011 - 2026 (LDP) was adopted by the Council on the 28th June 2017. The LDP sets out the Council's planning policy framework for the development and use of land in the Vale of Glamorgan and forms the basis for consistent and rational decision-making and ensures the most efficient use of land and other limited resources.
- 2.2. Section 76 of the Planning and Compulsory Purchase Act 2004 (as amended) requires local planning authorities to monitor the implementation of their adopted LDPs by preparing an Annual Monitoring Report (AMR). In accordance with the statutory requirements, the LDP has been monitored since adoption on an annual basis with 3 AMRs prepared to date.
- 2.3. To ensure that LDPs are kept up-to-date, local planning authorities are required to commence a review of their plans at least once every four years following Plan adoption, or sooner if the findings of the AMRs indicate significant concerns with a Plan's implementation.
- 2.4. The Council has prepared this draft Review Report which sets out the proposed extent of likely changes to the existing LDP and seeks to confirm the revision procedure to be followed in preparing a Replacement LDP. It is proposed that the Replacement LDP will cover a period of 15 years (2021 to 2036) reflecting the formal commencement of the Replacement LDP in Spring 2022.
- 2.5. The draft Review Report is structured as recommended in the Development Plans Manual Edition 3 (March 2020) and contains the following sections:
 - Section 3 - details the key legislative, national, and local policy changes and evidence base issues that have occurred since the adoption of the LDP which are important considerations to inform the review of the LDP.
 - Section 4 - provides a summary of the main findings of the previous 3 AMRs, outlining the associated implications for the review of the LDP.
 - Section 5 - provides an assessment of the current LDP Vision, Strategy, Strategic Objectives and Strategic Policies that together form the overarching land use framework of the LDP and sets out the potential changes required.
 - Section 6 provides an assessment of the Managing Growth and Managing Development policies of the Plan setting out potential changes required.
 - Section 7 - considers which aspects of the evidence base need to be reviewed / updated in preparing a Replacement LDP.
 - Section 8 - considers the potential options for review of the LDP and opportunities for collaboration.
 - Section 9 - provides a conclusion on the appropriate form of Plan revision and outlines the next steps.

3. CONTEXTUAL, LEGISLATIVE AND POLICY CHANGES THAT HAVE OCCURRED SINCE THE ADOPTION OF THE LDP

3.1.1. As part of the LDP review process, the Council must consider any contextual changes that have occurred since the adoption of the LDP. This includes changes to national, regional, and local policies together with new legislation and strategies which may have implications for the Replacement LDP. The following section provides a summary of these changes which are of relevance to the LDP review.

3.2. LEGISLATION

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

3.2.1. 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.

3.2.2. 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 in the following table:

Table 1: The 7 Well-being Goals for Wales

Goal	Description of the goal
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	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.
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3.2.3. 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.

3.2.4. The Act established a Public Service Board (PSB) for each local authority area in Wales who must improve the economic, social, environmental and cultural well-being of its area by working to achieve the well-being goals. The Vale of Glamorgan PSB is responsible for preparing and publishing a Local Well Being Plan (LWBP) which sets out its objectives and the steps it will take to meet them. The four statutory members of the PSB are the Local Authority, Local Health Board, Fire and Rescue Authority and Natural Resources Wales.

3.2.5. Further details on of Vale of Glamorgan Local Well-being Plan and the potential implications for the LDP is set out in Section 6.

PUBLIC HEALTH (WALES) ACT 2017

3.2.6. The Public Health (Wales) Act 2017 received Royal Assent in July 2017. The Act makes changes to the law in Wales to improve health and prevent avoidable health harms. The Act places a requirement for public bodies to carry out Health Impact Assessments (HIAs) in specific circumstances, including LDPs and these should be undertaken as a part of the Sustainability Appraisal.

THE PLANNING (WALES) ACT 2015

3.2.7. 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).

ENVIRONMENT (WALES) ACT 2016

3.2.8. The Environment (Wales) Act 2016 [Environment Act] sets out legislation in respect of the environment and climate change and makes provision for a range of actions to deliver effective protection of the environment and to tackle climate change. The principal issue for development plans is the requirement for local authorities to maintain and enhance biodiversity.

HISTORIC ENVIRONMENT (WALES) ACT 2016

3.2.9. The Historic Environment (Wales) Act 2016 [HE Act] amends two existing pieces of legislation, namely the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990. The HE Act sets out a wide range of provisions that seek to deliver its three aims:

- to give more effective protection to listed buildings and scheduled monuments;
- to improve the sustainable management of the historic environment; and
- to introduce greater transparency and accountability into decisions taken on the historic environment.

- 3.2.10. The key issue for development plans is the requirement to provide more effective protection for listed buildings and scheduled ancient monuments.

THE LOCAL GOVERNMENT AND ELECTIONS (WALES) ACT (2021)

- 3.2.11. The Local Government and Elections (Wales) Bill [the Bill] was passed by the Senedd on 18th November 2020 and received Royal Assent on 21st January 2021. The Bill covers a range of topics from electoral reform, public participation, governance, and performance through to regional working.
- 3.2.12. In respect of land use planning, the Act makes provision for the establishment of Corporate Joint Committees (CJCs) to exercise certain local authority functions on a collaborative basis through Strategic Development Plans (SDPs) as well as regional transport planning and economic development strategies.

THE TOWN AND COUNTRY PLANNING (STRATEGIC DEVELOPMENT PLAN) (WALES) REGULATIONS 2021

- 3.2.13. The Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021 establish the procedural requirements for the preparation, monitoring and review of SDPs. The Regulations were laid on 22nd March 2021 and will come into force on 28th February 2022, the date by which CJCs shall become fully operational.
- 3.2.14. 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 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.

THE CLIMATE CHANGE (WALES) REGULATIONS 2021

- 3.2.15. In December 2020, the Climate Change Committee published its progress report “Reducing Carbon Emissions in Wales”. This is the first report on Wales’ progress towards meeting its emission reduction targets, as required under Article 45 of the Environment (Wales) Act 2016.
- 3.2.16. The progress report and advice recognise the actions taken in Wales to reduce greenhouse gas emissions - including achieving some of the highest national recycling rates in the world, taking a proactive role in supporting the large-scale deployment of renewable energy generation, and integrating responses to the climate and nature emergency throughout its priorities for the reconstruction of the economy following the Covid-19 pandemic.
- 3.2.17. Following the publication of the report, in February 2021, the Welsh Government announced its commitment to reaching net zero emissions by 2050 through the publication of The Climate Change (Wales) Regulations 2021 which came into force on the 19th March 2021. The Regulations establish the legal commitment to net zero carbon emissions by 2050.
- 3.2.18. The new Regulations form part of the wider statutory framework for the reduction of emissions in Wales, set out in Part 2 of the Environment (Wales) Act 2016, and amend the previous targets for 2030 and 2040 from 45% and 67% to 63% and 89% respectively.

IMPLEMENTATION OF SCHEDULE 3 OF THE FLOOD AND WATER MANAGEMENT ACT 2010: MANDATORY USE OF SUSTAINABLE DRAINAGE SYSTEMS (SUDS)

- 3.2.19. Flood risk is a key concern for some parts of the Vale of Glamorgan, and one type of water management that the planning system can influence is the Sustainable Drainage (SuDS) solution for new developments. The Flood and Water Management Act (2010) established the creation of a Sustainable Drainage Approval Body (SAB) in local authorities. The legislation gives those bodies statutory responsibility for approving and in specified circumstances, adopting the approved drainage systems.
- 3.2.20. Since 7th January 2019, all new developments of more than 1 dwelling house or where the construction area is more than 100m², require SuDS for surface water. SuDS on new developments must be designed and constructed in accordance with Statutory SuDS Standards and must be approved by the local authority SAB before construction work begins.

3.3. NATIONAL PLANNING POLICY/ PLANS

FUTURE WALES - THE NATIONAL PLAN (2040)

- 3.3.1. On the 24th February 2021, the Welsh Government published Future Wales - the National Plan 2040, the Welsh Government's national development framework. On publication, Future Wales came into force with immediate effect and now forms part of the development plan system in Wales and it must be considered alongside LDPs or extant Unitary Development Plans in development management decisions.
- 3.3.2. A key objective of Future Wales is to ensure that the planning system supports the delivery of the Welsh Government's strategic aims and policies such as those contained within the Welsh National Marine Plan, Llwybr Newydd The Wales Transport Strategy 2021, the Natural Resources Policy and Prosperity for All A Low Carbon Wales.
- 3.3.3. Future Wales builds on national planning policy set out in Planning Policy Wales and outlines the Welsh Government's strategic approach for addressing key national priorities through the planning system. These priorities include the creation of a vibrant sustainable economy, quality development in the right places for the right reasons, decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities.
- 3.3.4. Three national growth areas within which the priorities for housing, economic development and investments are identified. These growth areas cover Wrexham and Deeside (North Wales), Swansea Bay & Llanelli (Mid & South West Wales) and Cardiff, Newport and the Valleys (South East Wales). Alongside these growth areas, Future Wales sets out national development policies for Wales as a whole.
- 3.3.5. Other key areas considered within Future Wales include priorities for the delivery of new affordable housing, a requirement to identify new Green Belts in the South East Wales and North Wales regions (to be identified through SDPs), national policy objectives for renewable and low carbon energy generation, and a commitment to strengthening town centres through a town centre first approach for retail and other town centre uses.
- 3.3.6. The Vale of Glamorgan falls within the South East Wales Growth Area (see figure 1 below) where Cardiff, Newport, and the Valleys are identified as priority areas for growth. Within the wider growth area, the focus is on strategic economic and housing growth;

essential services and facilities; advanced manufacturing; transport and digital infrastructure. Key investment decisions will seek to support places in the National Growth Area and the wider region. Policy 36 (South Wales Metro) states that SDPs and LDPs “should plan growth and regeneration to maximise the opportunities arising from better regional connectivity, including identifying opportunities for higher density, mixed use and car free development around new and improved metro stations”.

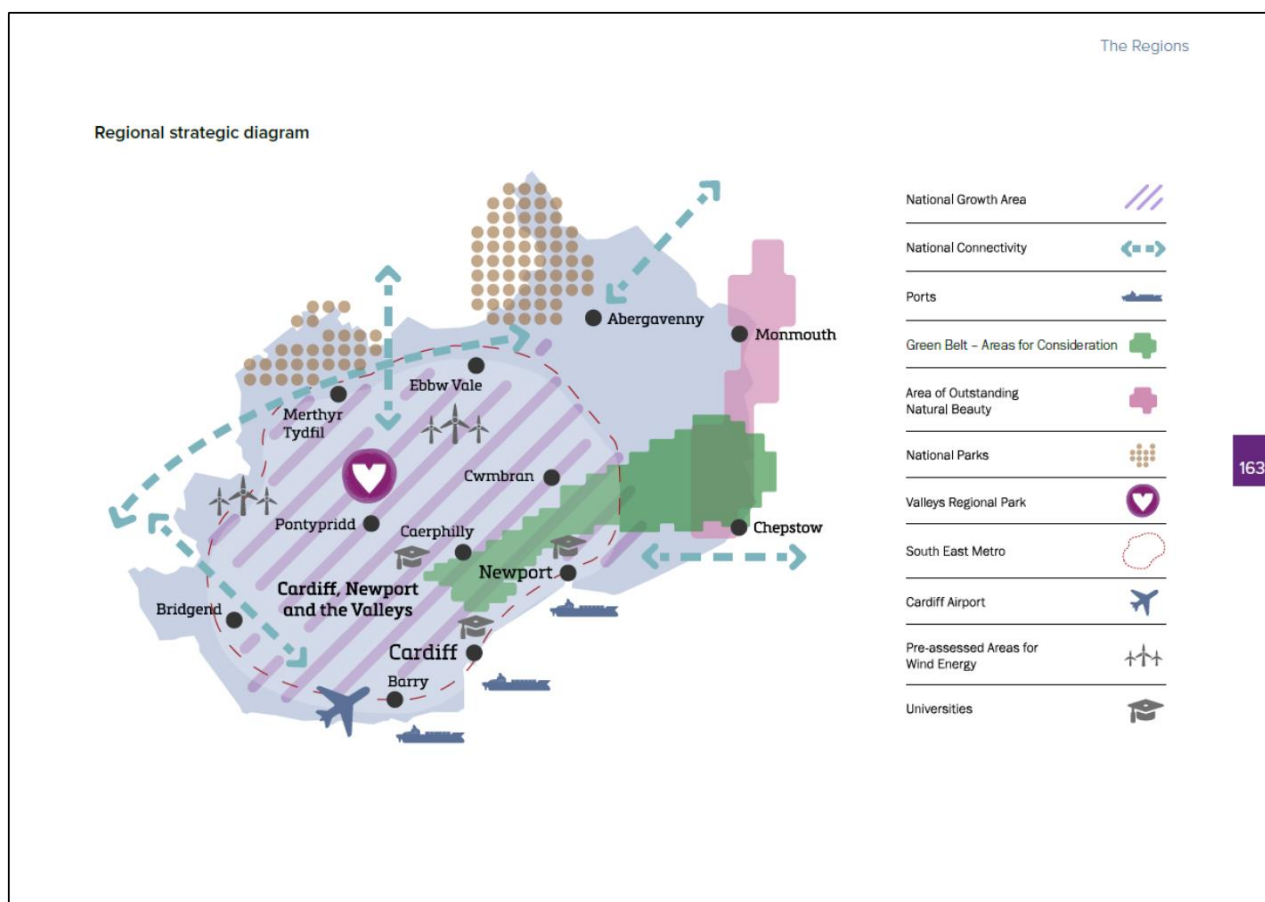
- 3.3.7. More specific to the Vale of Glamorgan is the existing and future role of the Cardiff Airport and Bro Tathan Enterprise Zone, and the Port of Barry which are set out within Future Wales:

“Cardiff Airport is an essential part of Wales’ strategic transport infrastructure. It is an international gateway connecting Wales to the world and is an important driver within the Welsh economy. Cardiff Airport is located within the Cardiff Airport and Bro Tathan Enterprise Zone which offers opportunities for investment in the site and surrounding areas. The Enterprise Zone offers a wide range of development sites and business accommodation, providing opportunities for the development of bespoke facilities or investment in existing accommodation” (page 82 refers).

“The region is served by ports at Newport, Cardiff and Barry. Each plays an important economic role and collectively they are key infrastructure within the region. Strategic and Local Development Plans should consider the role of the ports locally, regionally and nationally and establish frameworks to support their operation and potential expansion” (page 173 refers).

- 3.3.8. Within rural locations, Future Wales states that growth should consider how developments deliver balanced age communities as well as the role of affordable housing, employment, and local services. It also highlights the importance of digital and mobile connectivity in delivering economic success, in accordance with nationwide policies 4 (Supporting Rural Communities) and 5 (Supporting the rural Economy).
- 3.3.9. The review of the LDP is required to ensure that the strategy and policy framework reflects the aspirations and priorities for the South East region growth area as set out in Future Wales and to ensure that it is in general conformity with it.

Figure 1: Future Wales - South East Wales Region Strategic Diagram



PLANNING POLICY WALES 11TH EDITION (FEBRUARY 2021)

3.3.10. In 2018, PPW was redrafted to incorporate the 7 well-being goals and five ways of working of the Well Being of Future Generations Act and the concept of placemaking was placed at the centre of national planning policy, reinforcing the need for planning proposals and decisions to consider well-being and sustainability.

3.3.11. PPW was last updated in February 2021 and reflects the change in the development planning hierarchy following the publication of Future Wales. The latest edition also emphasises that the planning system should contribute towards tackling the climate emergency, provides greater clarification on placemaking and increasing the supply of affordable housing through identifying affordable housing led schemes within LDPs as well as how the planning system can respond to the Covid-19 pandemic recovery.

TECHNICAL ADVICE NOTES

3.3.12. Since the adoption of the LDP, the following changes have been made to Technical Advice Notes (TAN) in Wales:

- TAN 1: Joint Housing Land Availability Studies was revoked by Welsh Government in March 2020.
- TAN 11: Noise. There was a call for evidence made in early 2020 to support the review of the TAN to include air quality and soundscape.
- TAN 14: Coastal Planning was recently updated, and consultation responses are being reviewed.

- TAN 15: Development and Flood Risk was recently updated, and consultation responses are being reviewed. Final TAN 15 is due to be published in Autumn 2021.
- TAN 20: Planning and the Welsh Language updated in October 2017.

DEVELOPMENT PLANS MANUAL (EDITION 3) (MARCH 2020)

- 3.3.13. The Development Plans Manual (DPM) is a reference document for practitioners who are responsible for, or contribute to, the preparation and implementation of development plans. It contains practical guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that Plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in PPW.
- 3.3.14. The revised DPM has been written in the context of current national policy and legislation, the Planning and Compulsory Purchase Act 2004, the Planning (Wales) Act 2015 and associated Regulations (The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 (as amended 2015)). The Welsh Government regularly review the DPM to ensure best practice and policy changes are embedded in the document.

NATURAL RESOURCES POLICY

- 3.3.15. In line with the Environment (Wales) Act 2015, the Welsh Government produced a Natural Resources Policy (NRP) in August 2017. The focus of the NRP is the sustainable management of Wales' natural resources, to maximise their contribution to achieving the goals within the Well-being of Future Generations Act.
- 3.3.16. The NRP sets out three national priorities: delivering nature-based solutions, increasing renewable energy and resource efficiency, and taking a place-based approach. The NRP asserts the context for Area Statements produced by Natural Resources Wales which reinforce the delivery of the national priorities at the local level. Local Planning Authorities must have regard to their relevant area statement in Local Development Plans and it should be considered through the revision process.

LLWYBR NEWYDD: THE WALES TRANSPORT STRATEGY 2021

- 3.3.17. 'Llwybr Newydd: The Wales Transport Strategy 2021' was published in March 2021 and sets out the Welsh Government's strategic priorities for transport investment in Wales. The central aim of the strategy is to reduce the impact that transport has on climate change, setting a target for 45% of all journeys within Wales to be undertaken sustainably by 2040.
- 3.3.18. The overriding vision is for "an accessible, sustainable and efficient transport system" and the priority is to "actively aim to achieve a shift away from private car use to more sustainable transport modes for most journeys."
- 3.3.19. The three main priorities in the Strategy are to:
- Bring services to people to reduce the need to travel – which will mean an increase of local services
 - Allow people and goods to move easily from door to door by accessible, sustainable, and efficient transport services and infrastructure
 - Encourage people to make the change to a more sustainable transport options by making public transport more affordable and reliable
- 3.3.20. The strategy will be supported by a 5-year investment programme to be set out in a National Transport Delivery Plan (NTDP) which shall set out the specific transport

interventions to be financed by the Welsh Government. Additionally, the Strategy will require the establishment of Regional Corporate Joint Committees to oversee the preparation of Regional Transport Plans aligned to Future Wales and emerging Strategic Development Plans.

WELSH NATIONAL MARINE PLAN

- 3.3.21. The first WNMP was adopted by the Welsh Government on 12th November 2019 and sets out the Welsh Government's policies for, and in connection with, the sustainable development of 32,000 sq.km of sea and 2,120 km of coastline around Wales covered in the plan. The WNMP takes a 20-year view and covers the inshore plan area from high water spring tides out to 12 nautical miles and the offshore plan area beyond 12 nautical miles.
- 3.3.22. The overarching objective of the WNMP is to support the sustainable development of the Welsh marine area by contributing across Wales' well-being goals, supporting the sustainable management of natural resources through decision making and by taking account of the cumulative effects of all uses of the marine environment.
- 3.3.23. The WNMP contains policies on a wide range of sectors including aggregates, aquaculture, defence, dredging and disposal, energy (low carbon and oil and gas), fisheries, ports and shipping, subsea cabling, surface water, waste treatment and disposal and tourism and recreation.

PROSPERITY FOR ALL: LOW CARBON WALES (MARCH 2019)

- 3.3.24. This Plan sets out the Welsh Government's approach to cutting emissions and increasing efficiency in a way that maximises wider benefits for Wales, ensuring a fairer and healthier society. It sets out policies and proposals that seek to directly reduce emissions and support the growth of the low carbon economy. Of relevance to planning are targets and policies introduced in relation to:
- Energy
 - Transport
 - Buildings
 - Industry
 - Land Use, Land Use Change and Forestry
 - Agriculture and
 - Waste Management.

BUILDING BETTER PLACES: THE PLANNING SYSTEM DELIVERING RESILIENT AND BRIGHTER FUTURES (JULY 2020)

- 3.3.25. This guidance sets out the Welsh Government's planning policy priorities to assist in the recovery period after the Covid-19 pandemic crisis. It places the planning system at centre stage when considering built and natural environmental issues that have arisen from the pandemic, signposting key planning policies and tools in PPW which should be used to aid the recovery from the pandemic in Wales.
- 3.3.26. The guidance looks to lock in the benefits that have occurred as a result of the pandemic. It seeks to achieve this through building on the Placemaking approach set out in PPW and identifies the key existing planning policies and tools which should be used by all sectors in the environmental, social, cultural, and economic recovery of Wales. It states that economic recovery should not be at the expense of Placemaking, health and well-

being and the planning systems response to the climate and nature emergencies. The guidance therefore promotes a people-focused and environment-led recovery.

3.3.27. The Guidance identifies 8 areas that should be the focus of consideration, namely:

- Staying local: creating neighbourhoods
- Active travel: exercise and rediscovered transport methods
- Revitalising our town centres
- Digital places – the lockdown lifeline
- Changing working practices: our future need for employment land
- Reawakening Wales' tourism and cultural sectors
- Green infrastructure, health and well-being and ecological resilience
- Improving air quality and soundscapes for better health and well-being

THE NATIONAL STRATEGY FOR FLOOD AND COASTAL EROSION RISK MANAGEMENT IN WALES

3.3.28. In line with the Flood and Water Management Act (2010), Welsh Government has produced its second national strategy on flood and coastal erosion risk management (FCERM) (October 2020). The strategy sets out how the Government intends to manage the risk and sets objectives and measures of all partners for the next ten years. Replacement LDPs will need to recognise the risk and provide a policy framework which looks to prevent exposure to risk which will be informed by the anticipated Wales Flood Map.

3.4. REGIONAL CONTEXT

STRATEGIC DEVELOPMENT PLANS (SDP)

3.4.1. When published, SDPs shall set out the regional framework for the strategic planning of housing, economic development and employment, green belt designations and transport. It is anticipated that the Vale of Glamorgan will be part of an SDP aligned to South East Wales Area defined within Future Wales 2040. LDPs will continue to have a fundamental role in the Plan led system both informing and complimenting the aims and objectives of SDPs.

3.4.2. The Regulations governing the scope, content, and procedures for the preparation of SDPs were laid on 22 March 2021 and will come into force on 28th February 2022, the date by which Corporate Joint Committees tasked with the responsibility of SDP production shall become fully operational.

CARDIFF CAPITAL REGION AND CITY DEAL

3.4.3. The Cardiff Capital Region (CCR) consists of ten local authorities across the South East Wales region, including the Vale of Glamorgan. In March 2017, the CCR City Deal (CCRCDD) was formally ratified with a key objective to boost economic growth within the region, improve transport links, increase skills, create employment opportunities and support business growth. The resulting proposals for investment represent a significant opportunity for both the Vale of Glamorgan and the region.

3.4.4. This includes:

- £1.2 billion investment in the Cardiff Capital Region's infrastructure through a 20-year Investment Fund- consisting of £738 million for the design, delivery and implementation of the South Wales Metro and a £495 million Regional Cabinet Fund
- The creation of a non-statutory Regional Transport Authority to co-ordinate transport planning and investment, in partnership with the Welsh Government.
- The development of capabilities in Compound Semiconductor Applications.
- The creation of a Cardiff Capital Region Skills and Employment Board.
- The CCRC and the Welsh Government will work with Department of Work and Pensions to co-design the future employment support from 2017 for people with a health condition or disability and/or long term unemployed.
- A Cardiff Capital Region Business Organisation will be established to ensure that there is a single voice for business to work with local authority leaders.
- The Welsh Government and the Cardiff Capital Region commit to a new partnership approach to housing development and regeneration. This will ensure the delivery of sustainable communities, through the use and re-use of property and sites.

3.4.5. In May 2021, the UK Government announced its approval of the next five years of funding for the CCR. Consequently, the progress of the CCRC and any implications for the Replacement LDP will be given due consideration in subsequent AMRs where appropriate.

NATURAL RESOURCE WALES AREA STATEMENTS

3.4.6. Natural Resources Wales is required to prepare Area Statements under section 11 of the Environment (Wales) Act, 2016. These Area Statements are developed to help facilitate the implementation of the national Natural Resources Policy and build on the evidence set out in the State of Natural Resources Report (SoNNAR). The South-Central Area Statement (SCAS) was published on 1 April 2020 and encompasses Bridgend, the Vale of Glamorgan, Merthyr Tydfil, Rhondda Cynon Taf and Cardiff.

3.4.7. The Area Statements take a landscape scale approach considering where and why we want to build ecosystem resilience in terms of the special and distinctive landscape areas of South East Wales. The SCAS has been produced to inform planning and helps stakeholders consider different ways of working together to meet the 5 strategic themes of building resilient ecosystems, connecting people with nature, working with water, improving our health and improving our air quality.

3.4.8. The Replacement LDP is required to have regard to and be consistent with this SCAS and this will be judged against a test of soundness at examination.

3.5. NEIGHBOURING LOCAL PLANNING AUTHORITIES

3.5.1. The Vale of Glamorgan's neighbouring authorities are currently all at different stages of their respective LDP reviews as set out below:

- **Cardiff City Council** adopted their LDP on 28th January 2016 which covers the period 2006-2026. Following the fourth year of adoption Cardiff City Council commenced a review of their LDP. Consultation on the draft vision, issues and objectives and draft Integrated Sustainability Appraisal scoping report took place between 28th May and 23rd July 2021.
- **Bridgend Borough County Council** adopted their LDP on the 18th September 2013 which covers the period 2006-2021. Bridgend County Borough Council formally

commenced a review of their LDP in 2017. Consultation on the Deposit Replacement LDP was undertaken between 1st June and 27th July 2021.

- **Rhondda Cynon Taf County Borough Council** adopted their LDP on the 2nd March 2011 which covers the period 2006-2021. A formal Review of the LDP was considered necessary in early 2019 and was undertaken from June 2019, following Cabinet approval. The final LDP Review Report and Delivery Agreement was approved by the Welsh Government on 14th September 2020. Rhondda Cynon Taf County Borough Council propose to consult on the Preferred Strategy in November/December 2021.

3.6. THE VALE OF GLAMORGAN COUNCIL PLANS AND STRATEGIES

THE VALE OF GLAMORGAN LOCAL WELL-BEING PLAN

- 3.6.1. Under the provisions of the Well-Being of Future Generations Act, a Public Service Board (PSB) must be set up for each Local Authority in Wales. In May 2017, the Vale PSB published its Well-being Assessment. The Assessment brought together a wealth of information from a wide range of sources and provides a comprehensive picture of well-being in the Vale of Glamorgan and informed the Well-being Plan (WBP).
- 3.6.2. The WBP was adopted on the 18th April 2018 and details how the Well-being Objectives have been set, includes short and long-term actions and sets out how the Plan fits with other partnership plans and strategies and the outcomes the PSB wants to achieve. The PSB's four Well-being Objectives are:
- To enable people to get involved, participate in their local communities and shape local service
 - To reduce poverty and tackle inequalities linked to deprivation
 - To give children the best start in life
 - To protect, enhance and value our environment.
- 3.6.3. The WBP actions reflect where partners think their collective action can add the greatest value in contributing to the seven national well-being goals for Wales. Section 5 of this review report provides further consideration on the WBP and its relationship to the LDP review.

THE VALE OF GLAMORGAN CORPORATE PLAN 2020-2025

- 3.6.4. The Vale of Glamorgan Corporate Plan is the Council's key strategic document and sets out the framework for the various activities the Council undertakes. It seeks to deliver a wide range of outcomes measured against the plan's 4 well-being objectives:
- To work with and for our communities
 - To support learning, employment, and sustainable economic growth
 - To support people at home and in their community
 - To respect, enhance and enjoy our environment
- 3.6.5. For each objective, the plan sets out the actions that will be taken over the 5 years and includes aspects relevant to land use planning which will influence and direct the focus of the Replacement LDP and includes:
- Improving well-being, promoting active and sustainable transport,

- supporting economic growth through working as part of the Capitol City Region, regeneration, improving infrastructure and supporting town centres, tourism, and industry,
- increasing the supply of good quality affordable housing,
- reducing carbon emissions and minimising the impact on the environment,
- ensuring that developments are sustainable, mitigate their impact and integrate with local communities and provide the necessary infrastructure,
- protect and enhance the natural built environment and cultural heritage,
- minimise pollution, provide effective waste management and reduce the impact of flooding.

PROJECT ZERO- THE VALE OF GLAMORGAN COUNCIL CLIMATE CHANGE CHALLENGE PLAN 2021-2030

- 3.6.6. In February 2020 the Council signed a Climate Emergency Charter with the Vale Public Services Board and this sets out the PSB's shared commitment to lead by example, take positive action and to reduce its impact on climate change.
- 3.6.7. Project Zero is the Vale of Glamorgan Council's response to the climate change emergency. Project Zero brings together the wide range of work and opportunities available to tackle the climate emergency, reduce the Council's carbon emissions to net zero by 2030 and encourages others to make positive changes. The strategy highlights the role of the adopted LDP in contributing to the climate change commitment through for example securing planning contributions towards sustainable transport schemes and through implementation of policies that encourage renewable energy.
- 3.6.8. The LDP review provides the opportunity for the Council to explore ways to take forward the Council's climate change commitments to Wales's transition to a low carbon nation.

THE VALE OF GLAMORGAN OLDER PERSONS HOUSING STRATEGY

- 3.6.9. The Council is currently preparing an older persons housing strategy. This document will set out how the Council and its partners will deliver the best housing outcomes for all older people in the Vale of Glamorgan and shall consider future housing and care needs of older residents.
- 3.6.10. PPW highlights that LDPs should seek to address the different housing needs of communities and ensure that provision is made for a range of sites suitable for the full range of housing types including housing requirements for older persons and people with disabilities (para 4.2.12 refers). The review of the LDP will enable the Council to consider the findings of the older persons housing strategy in the development of its policies to contribute towards addressing the specific housing needs of the community.

THE VALE OF GLAMORGAN LOCAL HOUSING MARKET ASSESSMENT

- 3.6.11. The Vale of Local Housing Market Assessment (2019) (LHMA) provides a detailed analysis of the local housing environment within the authority with the purpose of identifying the annual affordable housing needs of the area by tenure and dwelling sizes over the next 5 years.
- 3.6.12. LHMA's are an integral part of the LDP evidence base for informing the LDP strategy, setting affordable housing targets and in developing policies for securing affordable housing through the planning system.

- 3.6.13. The latest assessment indicates that despite the Council's success in increasing the supply of affordable housing in recent years, the need for affordable housing within the authority continues to grow and has increased since the previous 2017 LHMA was published. The 2019 report identifies an annual affordable housing requirement of 890 dwellings, a marked increase on the annually need of 576 dwellings previously identified in the Councils 2017 LHMA.
- 3.6.14. The review of the LDP will provide the opportunity for the Council to consider its policy approaches to increasing affordable housing supply, including a review of the current LDP policy requirement site thresholds for affordable housing provision, as well as exploring how to maximise opportunities for delivering affordable housing such as identifying affordable housing led schemes as advocated within PPW.

THE VALE OF GLAMORGAN GREEN INFRASTRUCTURE STRATEGY

- 3.6.15. PPW highlights the fundamental role of green infrastructure in shaping places and improving well-being, by providing multiple functions and benefits for social, economic, and environmental resilience. It states that planning authorities should adopt a strategic and proactive approach to green infrastructure and biodiversity by producing up to date Green Infrastructure Assessments (GIAs) and that they should be given early consideration in plan preparation and the development management process.
- 3.6.16. The Council is currently in the process of developing a Green Infrastructure (GI) Plan which sets out the priorities for enhancing and delivering GI over the period 2022 to 2032. An audit has been undertaken of all green spaces within the Vale of Glamorgan which accounts for 41,752.34ha of green/blue space in the authority boundary. In June 2021, NRW released a guidance note (GN042 refers) which outlines the relevant NRW datasets and explains how they can be used to form part of a GIA. The audit is in accordance with NRW's guidance.
- 3.6.17. In addition, the Council is part of a working group to produce a UK wide Nature Tool to assess environmental net gain which will help inform the GIA. A prototype tool has been produced and the Council is undertaking 2 case studies to test the tool before using it more widely within the assessment process. It is anticipated this tool will be used to evaluate the identified green infrastructure assets within the Vale of Glamorgan which will feed into the overall GI Plan and forms the main part of the GIA. The Assessment process will seek to address the following questions:
- What green infrastructure elements must be protected?
 - What elements should be changed in character or enhanced?
 - Where is there a need to create new elements and what type should they be?
 - Where should the development of grey infrastructure be integrated with GI?
 - Which elements should be linked together?
 - Which elements are possibly tradable to achieve net environmental gains in both an infrastructure and qualitative sense?
- 3.6.18. The assessment of the identified green and blue assets will inform the vision and strategy of the GI Plan. However, in general terms once the GI Plan is adopted, it will set out how the Council and its partners will plan and manage GI to address issues such as enhancing open space provision to the benefit of the resident's health and well-being, addressing habitat and biodiversity fragmentation through provision of habitat corridors

and helping adapt to climate change through the greening of urban spaces and incorporating ways to manage water resources in a sustainable manner.

VALE OF GLAMORGAN COUNCIL NATURE EMERGENCY

- 3.6.19. On the 26th July 2021, the Vale of Glamorgan Council resolved in response to the 'Special Report on Global Warming of 1.5°C' by the Intergovernmental Panel on Climate Change (IPCC), (October 2018) to declare a nature emergency, in recognition of the inextricable link between climate change and the loss of biodiversity. The IPCC report highlights a number of climate change impacts that could be avoided by limiting global warming to 1.5°C including the impacts on ecosystems and human health and well-being.
- 3.6.20. The Council has therefore resolved to declare a nature emergency to place biodiversity alongside climate change at the heart of decision making in the Vale of Glamorgan and to continue to work with partners across the county, region and nationally to develop and implement best practice methods that can protect Wales' biodiversity.

THE VALE OF GLAMORGAN WASTE MANAGEMENT STRATEGY

- 3.6.21. The Waste Strategy for the Vale of Glamorgan (2018-2025) sets out the objectives, action plans of the Council in respect of meeting national waste reduction targets. The Council is currently in the process of preparing a revised waste management strategy which shall inform the review of the LDP waste policies and any land use implications associated with delivering the strategy.

THE VALE OF GLAMORGAN DESTINATION MANAGEMENT PLAN 2018-2020

- 3.6.22. The Destination Management Plan (DMP) seeks to ensure that the Vale of Glamorgan continues to flourish as a successful visitor destination in future years and continues to derive maximum benefit from the visitor economy. The overarching vision of the DMP is:

“to create an attractive and vibrant tourism destination with a positive image for the Vale of Glamorgan capitalising on the Heritage Coast and proximity to Cardiff, encouraging the generation of higher spend and local income through sustainable development and quality facilities to enrich the experience for visitors and residents.”

- 3.6.23. The DMP contains several ambitions to complement the vision which including the ambition for the Vale “to be known as a rural escape; a welcome alternative from which to explore the capital city of Wales, offering a stunning coastline and beautiful countryside.”
- 3.6.24. The Council intends to review the current tourism strategy and once published the new strategy which shall inform the LDP review to ensure that the Council's tourism aspirations for the Vale of Glamorgan are reflected.

THE VALE OF GLAMORGAN TOWN CENTRE FRAMEWORK (TCF)

- 3.6.25. The aim of the TCF is to guide the future of the five main retail centres in the authority area, namely Holton Road, Barry, High Street and Broad Street, Barry, Cowbridge, Llantwit Major and Penarth. The TCF identifies the challenges facing the centres and establishes a vision and series of strategic priorities to help address the issues and assist in supporting their development as attractive and successful destinations, enjoyed by residents, workers and visitors.

- 3.6.26. An action plan for each centre has been developed by the Council to enable the implementation of the recommendations of the Framework, and considerable progress has been achieved in respect of most of the actions. The implementation of the actions has been closely linked to other Council strategies and documents such as the LDP. A review of the TCF is proposed in 2022 which will inform the review of the LDP alongside a retail needs assessment, which together shall ensure that the policies in the Plan assist in supporting existing retail centres particularly in the post Covid 19 recovery to ensure that the Vale's retail centres are attractive and viable destinations in the future.

THE VALE OF GLAMORGAN LOCAL TRANSPORT PLAN 2015 – 2030

- 3.6.27. The Council's Local Transport Plan (LTP) seeks to identify the local sustainable transport measures required to ensure the Vale of Glamorgan adheres to requirements set by Welsh Government and current good practice guidance. The LTP sets out several short-term objectives to 2020 and includes medium- and longer-term objectives to 2030. The LTP has been informed by proposals within the Council's LDP and is also consistent with the Wales Transport Strategy objectives.
- 3.6.28. In identifying schemes, the LTP seeks ways to secure better conditions for pedestrians, cyclists, and public transport users and to encourage a change in travel choices away from the single occupancy car. The LTP also seeks to tackle traffic congestion by securing improvements to the strategic highway corridors for commuters who may need to travel by car as well as providing better infrastructure for freight. It also seeks to address the key road safety priorities for the Vale. The Local Transport Plan supports proposals for the Cardiff Metro and the LTP will inform future regional transport planning work.

THE VALE OF GLAMORGAN BIODIVERSITY FORWARD PLAN (2019)

- 3.6.29. The Vale of Glamorgan Biodiversity Forward Plan (BFP) looks at how the Council manages and improves natural resources to ensure that biodiversity and sustainability are considered in all service areas and are core themes in service delivery, becoming an integral part of the decision-making processes throughout the Council.
- 3.6.30. The plan sets out how the Vale of Glamorgan Council shall meet its obligations under section 6 of the Environment (Wales) Act 2016 to demonstrate how the Local Authority will "seek to maintain and enhance biodiversity in the proper exercise of their functions and in doing so promote the resilience of ecosystems".
- 3.6.31. Part one of the Forward Plan sets out the background (including the legislative context), identifies challenges and opportunities and sets out the actions and targets to be undertaken to achieve these aims.
- 3.6.32. The actions in the BFP are reported on every three years in accordance with statutory requirements and reviewed and updated at the end of each 3-year reporting period. The review of the BFP will coincide with that of the LDP and as such shall provide key background evidence for the replacement LDP and inform the review of policies relating to the biodiversity within the Plan.

4. EVIDENCE BASE CHANGES

4.1. WELSH GOVERNMENT POPULATION AND HOUSEHOLD PROJECTIONS

- 4.1.1. The purpose of this section is to analyse the implications of the recent population and household projections for the current Plan period. What they say for any extended Plan period would be a matter for any LDP revision.
- 4.1.2. The population and household projections are produced by the Office of National Statistics (ONS). The population projections provide an indication of the future size and age structure of the population based on mid-year population estimates and a set of assumptions of future fertility, mortality and migration. Household projections are primarily based on population projections, household composition and size. As a result, they provide an indication of future demand for household spaces and are not forecasts of dwellings or houses; rather they offer an indication of the future number of households based on trends and assumptions about future population growth.
- 4.1.3. As population and household projections are based on past trends and informed assumptions, the projections are only an indication of what may happen if the trend used in the assumptions materialises. Trend based projections do not make allowances for the effects of local or central government policies or socio-economic factors on household formation rates or future population levels. As the process of demographic change is cumulative, projections become increasingly uncertain the further ahead they predict. Demographic change affects some populations more rapidly and more seriously than others. Due to the size of migration flows for some local authorities, migration assumptions are more critical than fertility and mortality assumptions. Therefore, migration assumptions can have a significant effect on certain areas in the long-term. To help undertake population and household forecasts and input various different assumptions to determine how they impact upon the projections and the subsequent housing land supply PopGroup Software is used. Popgroup is an Excel spreadsheet-based suite of software developed to forecast demographic forecasting. The Popgroup software family includes forecasting population, households and the labour force for areas and social groups.
- 4.1.4. The adopted LDP was informed by the 2011-based 10-year migration variant projection which predicted the Vale of Glamorgan population would be 132,219 people in 2019 and 136,281 people by the end of the plan period in 2026. The deposit LDP was based on the 2008-based projections and amendments were made to the projections to reflect the revised Mid-Year Estimates for 2009-2010 in June 2010. This resulted in the expected population reaching in the region of 138,600 in 2026. The 2008-based projections were discounted following the consultation process on the Deposit Plan. In response to the concerns raised during the consultation process, a Housing Provision Background Paper (2015) was produced which accepted the 2011-based 10-year migration variant projections for population and households as the starting point for the LDP Housing Land Supply. The 2011-based projections start from a lower base than the previous 2008-based projections as these figures are based on Census data and not inter-census estimates. It is considered that whilst a return to past trends (relating to average household size and migration for example) may well have a significant impact on the actual population and households realised, this is unlikely to result in the levels previously forecast under the 2008-based projections given the lower starting base provided by the 2011 Census.

- 4.1.5. The LDP also used the 2011-based 10-year migration variant household projections which predicted there would be 53,620 households in 2011 and 60,738 households by the end of the plan period in 2026. The change in households from 2011 to 2026 would account for an increase in 7,118 households over the Plan period which equated to 7,399 dwellings. This was informed by accounting for the number of households with at least one usual resident. The 2011 census identified that the Vale of Glamorgan had approximately 96% of households with at least one usual resident. This was used for the single conversion rate for the impact supply calculation for the Vale of Glamorgan's projections using the PopGroup application.
- 4.1.6. The 7,399 dwelling requirement figure was compared to the Welsh Government endorsed conversion ratio of 1.04 dwellings per household. This conversion ratio accommodates vacancy rates, probabilities in the housing market and an element of 'hidden' households; however, it is a conjectural ratio. Although Welsh Government considers this ratio to be appropriate to determine a dwelling requirement; it leaves the precise worth of this ratio to be determined by the local planning authority based on their local evidence. Applying the Welsh Government conversion ratio results in a dwelling requirement of 7,403 a difference of 4 dwellings. Due to the minimal difference between the two methodologies, it was considered the PopGroup application method was appropriate to keep the projections consistent with previous projections used by the Vale of Glamorgan (2006 and 2008 based).
- 4.1.7. The household projections were increased by 1,540 households to account for the planned potential economic growth outlined in the LDP equalling 1,602 dwellings, using the standard dwelling conversion ratio (Welsh Government ratio: 1.04). These calculations are outlined in the Council's Housing Provision Background Paper (2015).
- 4.1.8. Table 2 outlines the figures used in the Housing Provision Background Paper:

Table 2: Deposit LDP Residential Requirement

Requirement	Dwellings
2011-based 10-year average migration Population and Household Projection	7,399
Potential economic growth impact – 1,540 households, multiplied by 1.04 household to dwelling conversion ratio	1,602
Allowance to maintain affordable housing provision and to reflect regional role	499
Housing Requirement	9,500
Flexibility allowance (10% of housing requirement)	950
Total residential requirement	10,450

- 4.1.9. However, during the LDP examination, the allowance for affordable housing was queried by the Inspector. Hearing Sessions 2 and 3 Action Point 2 outlines that the 499 figure was based upon the high level of need identified in the Local Housing Market Assessment (LHMA) balanced against deliverability which had previously been outlined in the Deposit Plan (2013) but no explanation was given for the precise number. Consequently, the Council concluded 1 year's backlog (459 dwellings) would be sufficient provision as an 'Affordable Housing Allowance' within the overall housing requirement given the acute affordable housing need in the Vale of Glamorgan. It was considered that this represented an appropriate amount which was demonstrated throughout the Council's evidence as being deliverable within the Plan Period. To increase the 'Affordable Housing

Allowance' to 2 years backlog (918 dwellings) or more would clearly increase the overall availability of housing (in line with Objective 7 of the LDP) but, given the ambitious target for housing delivery in the Plan already, it was considered that this could cause delivery issues and would require further housing allocations, most likely on green field land, potentially conflicting with the environmental objectives of the Plan. Therefore, the Council considered the allowance of 459 was appropriate and justified in the context of the Vale of Glamorgan LDP. This resulted in the following changes to the dwelling requirement:

Table 3: Adopted LDP Residential Requirement

Requirement	Dwellings
2011-based 10Yr Average projection	7,399
Potential economic growth impact – 1,540 households, multiplied by 1.04 household to dwelling conversion ratio	1,602
Allowance to maintain affordable housing provision and to reflect regional role	459
Housing Requirement	9,460
Flexibility allowance (10% of housing requirement)	946
Total residential requirement	10,406 (+ 2 dwellings) *

**An additional two dwellings were added to the overall dwelling requirement to result in the adopted LDP requirement of 10,408. This was done to reflect the available land supply in the Vale of Glamorgan which was accounted for in the Plan under Policy MG1 paragraph 6.9 and based upon the Housing Land Supply Trajectory Background Paper (2016).*

4.1.10. Since the adoption of the LDP, the Welsh Government have released the 2018-based population projections. The projections provide an indication of the possible size and age structure of the population in the future for local authorities in Wales for the period 2018 to 2043. Similarly, the 2018-based local authority household projections were published on 27th February 2020. The projections provide an indication of the future number of households and their composition in Wales. The principal variant for the 2018-based population projections for the Vale of Glamorgan identifies 134,749 people in 2021 which is projected to grow to 144,536 by the end of the Replacement LDP period (2036). The population projections inform the household projections, and the principal variant predicts the number of households to be 58,816 in 2021 and 65,030 in 2036. This represents an increase of 6,214 households during the revised plan period.

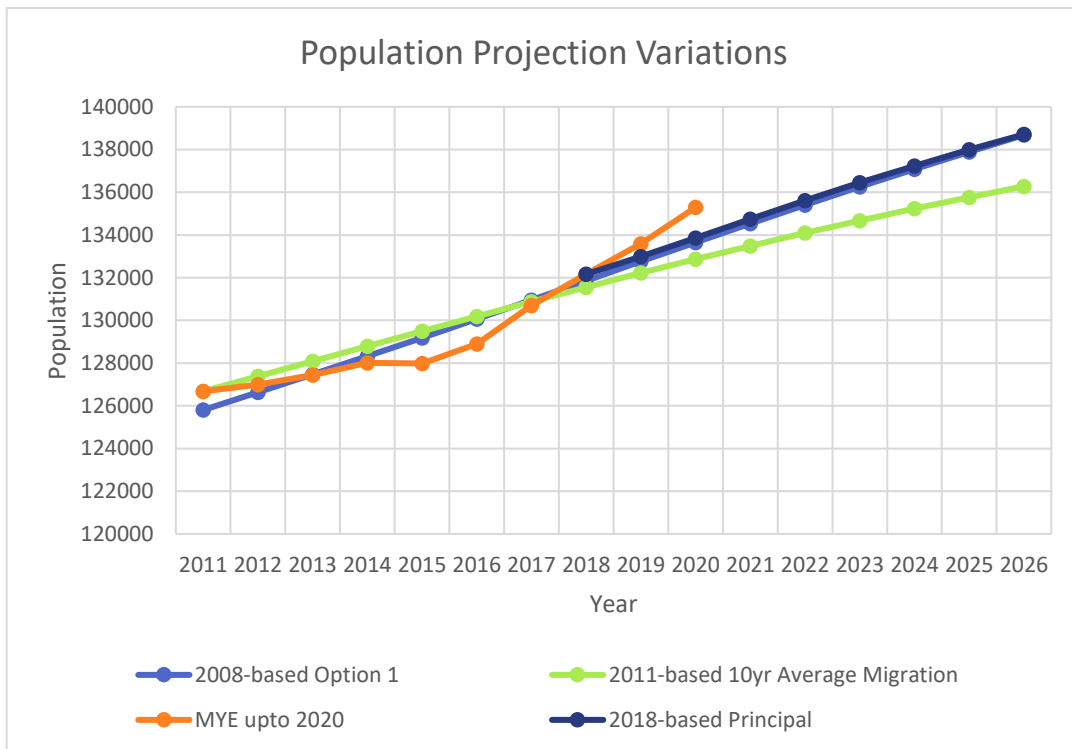
4.1.11. Initial forecasts in population and household projections have been undertaken using PopGroup to understand how changes in the base data as outlined above compare to the projections and assumptions used in the LDP. The projections used in the Deposit LDP (2008-based), the adopted LDP (2011-based) and the most recent projections (2018-based) are shown in the table below:

Table 4: Comparison of Projections

Projections Summary By Type	Year	2008-based - Option 1	2011-based - WG 10Yr Av Migration	2018-based-WG Principal
	2011	125,804	126,679	N/A
	2021	134,540	133,490	134,749
	2026	138,686	136,281	138,713
Population between 2021-2026 =		4,145	2,791	3,964
% Change		2.99%	2.05%	2.86%
	2011	54,454	53,620	N/A
	2021	61,094	58,566	58,816
	2026	63,935	60,738	61,316
Households required between 2021-2026=		2,840	2,172	2,500
% Change	2011-2026	4.4%	3.6%	4.1%
	2011	57,152	55,738	N/A
	2026	67,102	63,138	TBC
Dwellings required between 2011 - 2026 =		9,950	7,399	N/A

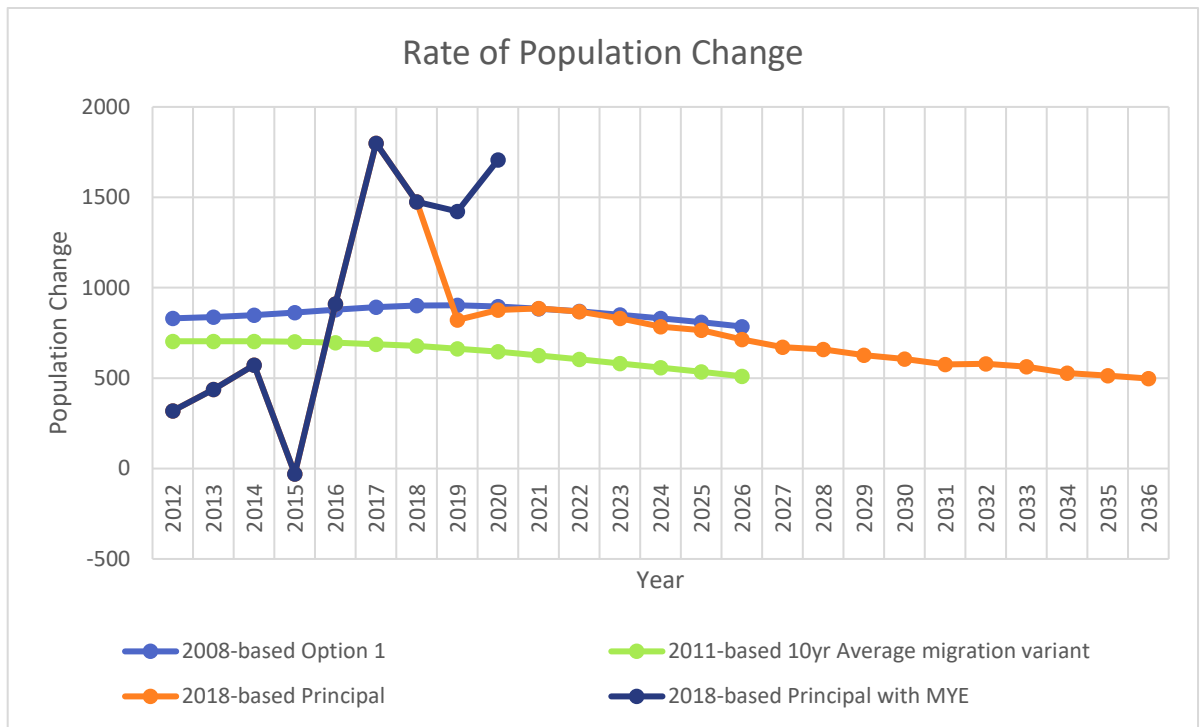
4.1.12. Figure 2 below compares the main population projections used to inform the adopted LDP and the projections which will help inform a revised plan:

Figure 2: Comparison of Population Growth by Year and Variant



4.1.13. The graph above shows that the 2011-based 10-year average migration projections show a reduced growth over the plan period in comparison to the other projections. Interestingly the 2008-based and 2018-based projections demonstrate a similar increase in population in the plan period. This is attributed to the difference between the 10-year average migration which included a period of slower growth whereas the principal projections which informed the 2008-based and 2018-based projections account for 5 years of past trends. The Mid-Year Estimates (MYE) show a more fluctuating picture of population growth. The population estimates are calculated by combining birth and death registration data together with estimates of international migration and internal migration (within UK) flows to calculate estimates for the usually resident population of each area as of 30th June each year. This shows an increased growth in population for 2019 and 2020 which deviates from the trend predicted in the 2018-based projections. Although the 2018-based projections show population continuing to grow year on year at a greater amount than the 2011-based data, it is important to note the rate of change to understand how this will impact upon the potential dwelling requirement in a revised LDP. Figure 3 below shows the rate of change for the different population predictions:

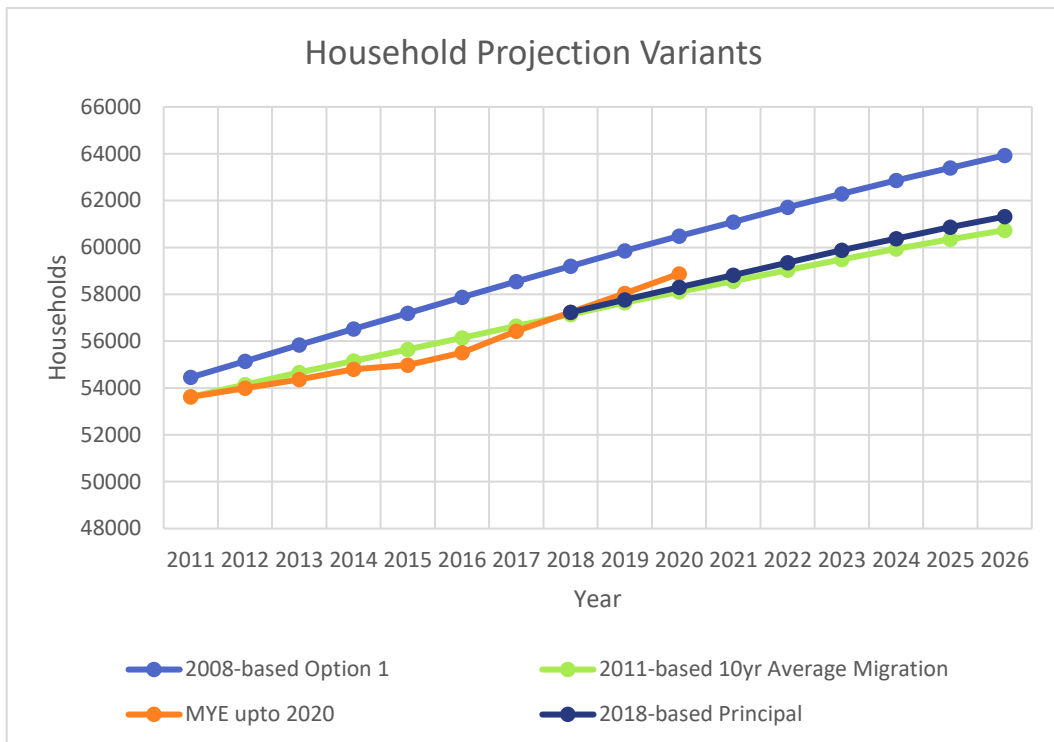
Figure 3: Comparison of Population Change by Year and Variant



4.1.14. The rate of population change for the 2018-based projections shows a significant drop in population growth from the 2018 MYE which continues to decrease over the revised LDP period until 2036 and begins to reflect the rate of population change predicted by the 2011-based projections. The MYE predictions show a rapid population growth rate from 2015 until 2017 where the population slows slightly until 2019 then growing again in 2020.

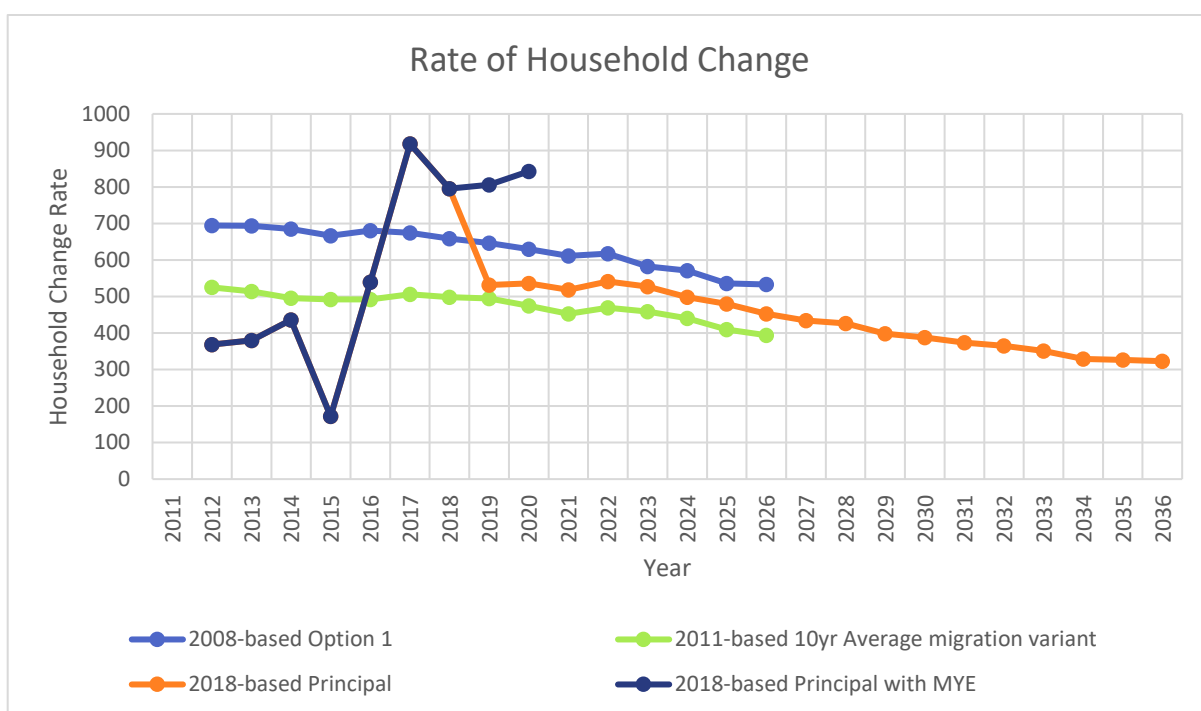
4.1.15. The population projections and estimates inform the household projections as well as household composition and size. Figure 4 shows a comparison between the different household projections based on the population projections detailed above:

Figure 4: Comparison of Household Growth by Year and Variant



4.1.16. The MYE projection is more reflective of its population counterpart, however, the 2011-based and 2018-based projections appear more comparable in relation to households. The 2008-based projections show a greater increase in households than other variants. However, similarly to the population projections the rate of change in households is an important factor. The graph in figure 5 below demonstrates the rate of change for the household projections:

Figure 5: Comparison of Household Rate of Change by Year and Variant



4.1.17. The rate of change in households reflects the population rate of change. However, the 2018-based projection greater reflects the rate of change of the 2011-based projections which continues into the revised plan period up till 2036.

4.1.18. The above figures show a difference between the projections used to inform the adopted LDP and clearly signifies that the dwelling requirement within the adopted LDP will need to be reconsidered as part of the LDP Review process for the new plan period. The predicted dwelling requirement has not been included within the Review Report as this will need to include other inputs such as local strategies and policies which will be inform the preferred strategy for the Revised LDP and the relevant background papers. However, the most recent population and household projections demonstrate that there would be a dwelling requirement in the replacement LDP based upon the continued growth within the next plan period (2021 – 2036). It should be noted that although the 2018-based projections are the most up to date data, the 2021 Census data will be released during the preparation of the Revised LDP. ONS have advised that the initial findings of the Census will be released in March 2022 and the final release and outputs will be released in March 2023. This will result in a similar situation as experienced in the previous deposit LDP stage for the adopted plan. Consequently, it is recommended that the review of the LDP uses the most up to date projections. It is noted these will need to be reviewed when the population and household Census information is released to fully understand the impact this will have on the dwelling requirement.

4.2. ECONOMIC CONSIDERATIONS

EMPLOYMENT

4.2.1. Employment considerations were addressed in the adopted LDP based upon the findings of the Employment Land and Premises Study Background Paper (2013) undertaken by BE Group on behalf of the Council.

- 4.2.2. The study included a range of research methods such as site visits and interviews with property market stakeholders such as developers, investors and their agents. A number of major employers and landowners in the Vale were individually consulted, as were key public sector agencies such as the Welsh Government. The property market in the local authority areas adjacent to Vale of Glamorgan were reviewed through desktop analysis of employment and planning strategies, and consultations with officers from those local authorities. Finally, the land supply was assessed against forecast data to understand future land need.
- 4.2.3. The findings of the study resulted in a headline strategic supply of 433.50 ha. However, this is a gross total which included areas of land which are already developed; undevelopable due to site constraints, likely to be retained/developed for infrastructure or non-B-Class employment uses. Another 6.64 ha could contribute to local rather than strategic needs. Accounting for all these deductions reduces the strategic land supply by around 28 percent to 312.90 ha. In terms of local employment land supply, 55.30 ha of local employment land was available. 87.1 percent of this (48.16 ha) comprises land in Barry/Sully and Llandow. Excluding land which is judged undevelopable/economically unviable reduces this supply to 46.20 ha. However, including land from the strategic supply, which is likely to be developed to meet local needs, gives a realistic local supply of 52.84 ha.
- 4.2.4. Based on long term past take-up rates of employment land, the forecast demand is 53.00 ha (39.75 ha, plus a five-year buffer of 13.25 ha to reflect a choice of sites and to provide a continuum of supply beyond the end of the Plan period). It was considered forecast demand and realistic supply were at equilibrium, with demand at 53.00 ha and provision at 52.84 ha. Other forecast models such as employment and labour supply projections suggest the Vale had large oversupply of employment land. This would suggest that much of the current land supply is surplus to requirements and could be used for other activities. However, these methods take no account of pent-up demand, failures in the property market or need for a range of sites and locations to provide companies with choice; a five-year buffer to ensure a continuum of supply beyond the Plan period. They are frequently contradicted by empirical evidence generated by this study.
- 4.2.5. The required employment land supply informed the employment allocations contained within the adopted LDP and summarised under LDP Policy MG9 – Employment Allocations. The land which was allocated within the adopted LDP is shown in Table 5 below:

Table 5: Adopted LDP Employment Allocations

Ref no.	Site	Uses	Site Gross (ha)	Site Net (ha)
1	Land to the South of Junction 34 M4 Hensol	B1, B2, B8	55.16	29.59
2	Land adjacent to Cardiff Airport and Port Road, Rhoose (part of St Athan - Cardiff Airport Enterprise Zone)	B1, B2, B8	77.4	76.64
3	Aerospace	Aerospace	305	208

	Business Park, St Athan Rhoose (part of St Athan - Cardiff Airport Enterprise Zone)	Business Park, Employment & education		
Sub-total			437.56	314.23
4	Atlantic Trading Estate	B1, B2, B8	9.14	9.14
5	Land at Ffordd y Mileniwm	B1, B2, B8	8.9	8.9
6	Hayes Lane, Barry	B1, B8	1.4	1.4
7	Hayes Road, Sully	B1, B8	7.5	7.5
8	Hayes Wood, Barry	B1, B8	1.9	1.9
9	Llandow Trading Estate	B1, B2, B8	6.8	6.8
10	Vale Business Park	B1, B2, B8	12.4	12.4
11	Land to the South of Junction 34 M4 Hensol	B1, B2	6.64	6.64
Subtotal			54.68	54.68
Total			492.24	368.91

4.2.6. It should be noted that the employment land allocated within the adopted Plan is slightly more than the identified supply in the Employment Land and Premises Study Background Paper. This is due to a review of the local land supply undertaken as part of the hearing sessions during the LDP Examination which identified additional land at Atlantic Trading Estate (MG9 (4) C refers). The plot extension provided an additional 1.84 ha of employment land, increasing the size of MG9 (4) C from 0.50 ha to 2.34 ha, the land supply Site MG9 (4): Atlantic Trading Estate from 7.30 ha to 9.13 ha and the total local land supply of LDP Policy MG9 from 52.84 ha to 54.68 ha. Furthermore, the Strategic Land Supply was increased to reflect the outline application which was approved on Land to the South of Junction 34 M4 Hensol (application 2014/00228/EAO refers) which had a greater gross site area but due to on-site constraints identified during the planning application process had a smaller net developable area. However, in light of the increase in local land supply and the relatively small change in developable land it was considered there was sufficient land available for employment uses to meet the anticipated demand.

4.2.7. Since the LDP has been adopted, more recent statistical data in the form of the 2018-based population and household projections have been released as well as the 2018 Labour Force data. The PopGroup Application can be used to determine the likely labour force in an area and the number of jobs. It should be noted that there is no official forecast or projection of economic activity rates in the UK, however, the following 3 scenarios are used to help predict economic activity:

- Constant – Future rates at each age and sex held constant after the local Census 2011 value. This set of rates is the 'default' set – which is automatically run by the data module.
- EC – The trend for the UK from European Commission 2015 Ageing Report, starting from the District's 2011 Census economic activity.
- OBR – The trend for the UK from the Office for Budget Responsibility 2015 Fiscal Sustainability Report, starting from the District's 2011 Census economic activity.

4.2.8. In addition to the above, StatsWales data on the unemployment rate taken from Annual Population Survey / Local Labour Force Survey: Summary of economic activity and

commuting rate taken from the Labour Force Survey: Employment by occupation have been used to inform the supply which were taken in December 2020 which has affected the commuting rate. The 2011 Census data has also been used for comparison which includes a greater commuting rate which has an impact upon the number of jobs available in the Vale of Glamorgan. Figure 6 shows the Labour Force growth during the revised plan period and Figure 7 demonstrates the potential jobs for the revised plan period using the latest available data:

Figure 6: Comparison of Labour Force Projections

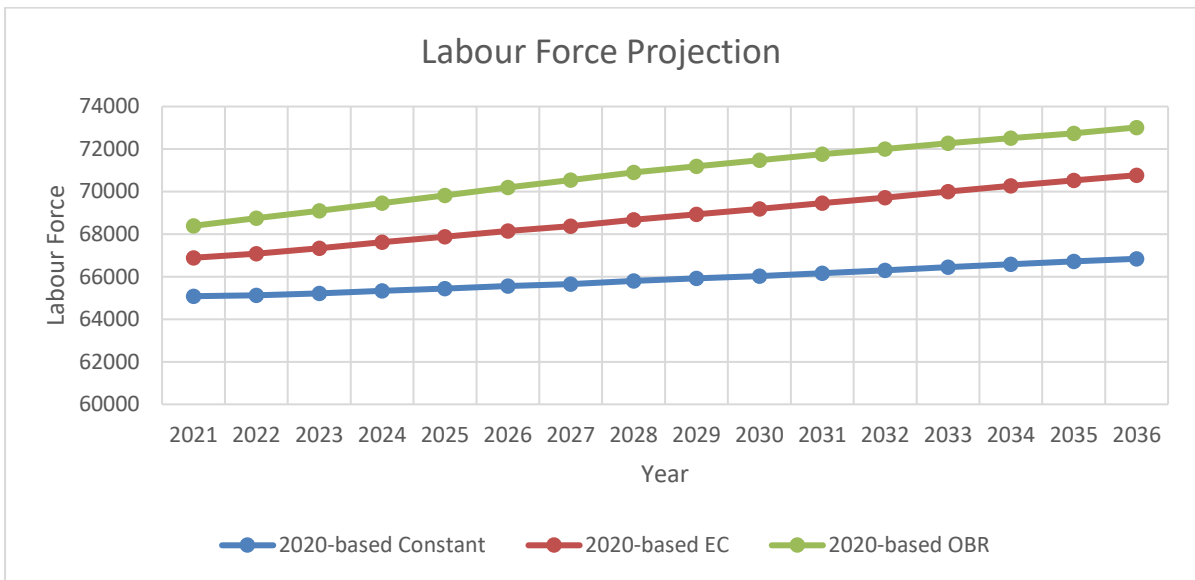
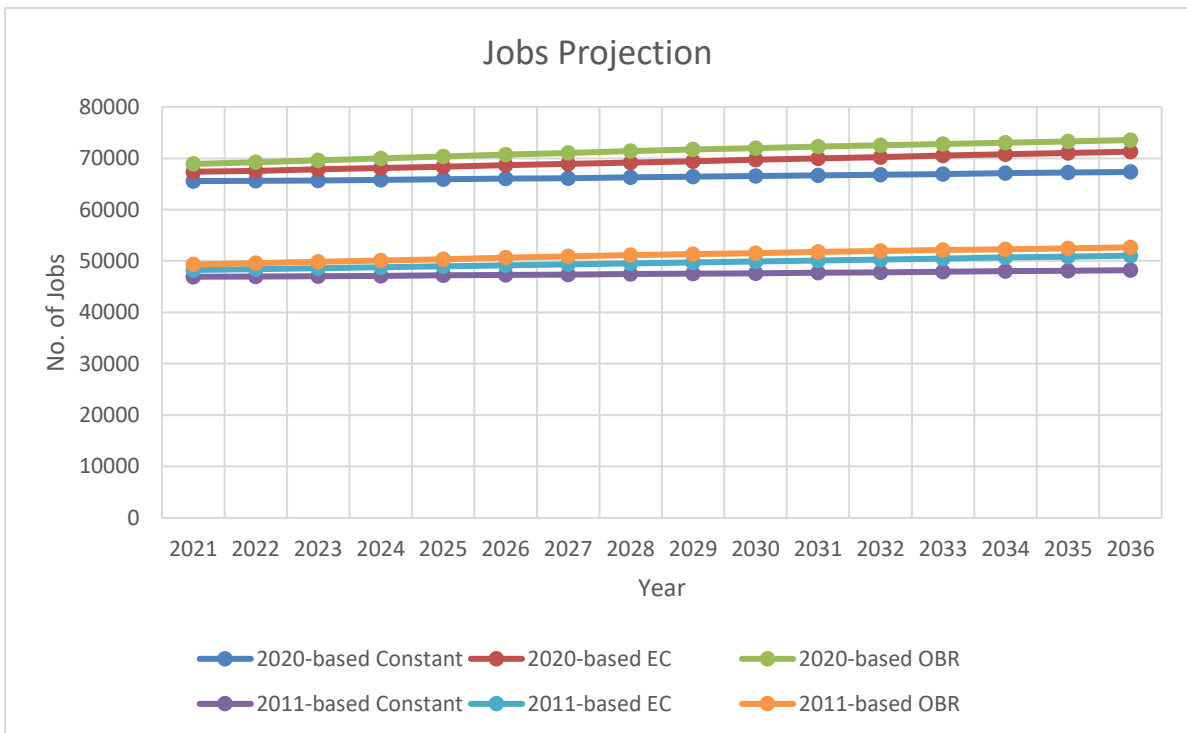


Figure 7: Comparison of Jobs Projection



- 4.2.9. Based upon the most recent economic data the Labour Force will steadily increase year on year over the revised plan period. However, the rate of change is relatively low which reflects the aging population in the Vale of Glamorgan slowing the growth in the labour force. In relation to the correlation between the labour force and jobs, Figure 7 shows the 2020-based economic data which accounts for the main period of lockdown. This demonstrates that jobs growth will increase in line with the Labour Force due to the commuting rate being significantly lower during this period due to homeworking being enforced for non-essential workers during lockdown. However, the 2011-based economic data accounts for a commuting rate more typical in the Vale of Glamorgan which sees large proportions of its work force commuting to other local authorities particularly Cardiff. Therefore, the potential jobs growth is considerably less than the Labour Force.
- 4.2.10. In terms of the wider national economic picture in Wales, the latest Labour Force Survey indicates that the employment rate in Wales was 74.0% of those aged 16-64 compared to a UK employment rate of 75.2%. This is 1.8 percentage points up on the quarter but unchanged over the year. Between January and March 2021, the unemployment rate in Wales was 4.4% of the economically active population. This is unchanged from the previous quarter but is up 1.2 percentage points compared to a year earlier.
- 4.2.11. The Welsh unemployment rate has generally tracked the UK rate and had been gradually falling since the early 2010s, before rising sharply in recent periods as a result of the coronavirus pandemic. In the period August to November 2019, the Welsh unemployment rate fell below the UK rate and has remained below ever since. In respect of the impact of Covid on economic activity in Wales, StatsWales have indicated a large increase in the benefit claimant count rate in Wales since February 2020. Whilst not everyone claiming these benefits will be unemployed, there was an 87.7% increase of people claiming Universal Credit in early March 2021 compared to February 2020. In March 2021 the experimental claimant count in Wales was 112,000, a rate of 7.4% of the workforce.
- 4.2.12. The above demonstrates that a number of economic changes have happened during the plan period. The preliminary employment forecasts for the Vale of Glamorgan shows a varying job requirement depending on how the labour environment changes due to the impact of the Covid-19 pandemic. The revised LDP will need to undertake further research with the relevant stakeholders and take into account new economic statistics released as part of the 2021 Census (publication date: March 2023) to understand the impact the contextual changes will have on the employment land supply requirement.

COVID 19 PANDEMIC

- 4.2.13. The Covid-19 health emergency has posed significant and unprecedented challenges and its impact on businesses and societal norms is still not clear. The role of planning to aid any economic and social recovery will need to be considered in the evidence base for the replacement LDP.
- 4.2.14. Whilst the impact of the pandemic is still being fully understood it is generally accepted that the pandemic has had a major impact on the way people work, shop, travel and how individuals interactive with and use green spaces. Further consideration of these impacts will need to be considered through the LDP evidence base particularly in relation to employment, retail, and future infrastructure needs.

4.2.15. In addition, in September 2020, the Council published its Coronavirus Recovery Strategy¹, which highlighted the social and economic and well-being impacts that the pandemic has had on communities and sets out the Council's key priorities and objectives, to be implemented through the Council's Annual Delivery Plans. Of note to the LDP review is the focus on green economic growth, employment, and infrastructure; addressing housing need including reducing homelessness; promoting active travel, embrace homeworking and improving public spaces and the public realm. These themes are likely to be reflected in the replacement plan as well as the wider role the planning can have in assisting in the recovery.

4.3. CONCLUSION

4.3.1. Since the adoption of the Vale of Glamorgan LDP there have been a number of changes to the national legislative and policy framework that have direct implications for land use planning, as well as number of important Council documents such as the WBP, Climate Crisis and its response to the Covid pandemic which may have an influence on the strategic direction of the Replacement LDP. Collectively, the new legislative policy and guidance alongside updated population evidence represents a significant departure from that which informed the existing LDP and supports the need to respond to the new framework and the Council's current strategic priorities.

¹ [https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-09-21/Coronavirus-Recovery-Strategy.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-09-21/Coronavirus-Recovery-Strategy.pdf)

5. ANNUAL MONITORING REVIEW KEY FINDINGS

- 5.1.1. As advised in the LDP Manual, a Plan review should, amongst other things, draw on the findings of published Annual Monitoring Reports (AMRs). The Council has prepared 3 AMRs since the adoption of the LDP in 2017. These are all available to view on the Council's website via the following link:
https://www.valeofglamorgan.gov.uk/en/living/planning_and_building_control/Planning/planning_policy/Planning-Policy.aspx
- 5.1.2. The most recent AMR was published in October 2021 and covers the monitoring period 1st April 2020 to 31st March 2021. Table 6 below sets out a summary of the Council's LDP AMR outcomes over the last 3 years.

Table 6: Summary of the LDP AMR Outcomes

Indicators	2018/2019	2019/2020	2020/2021
Core and Local			
Positive	60	59	59
Training required	1	0	0
SPG Required	3	0	0
Further research	2	2	1
Policy Review	0	0	0
Plan Review	0	0	0

- 5.1.3. The key conclusions in the third year of monitoring are that the majority of the Plan's policies continue to perform well in terms of delivering the LDP strategy and meeting the targets set out in the monitoring framework. The AMRs also demonstrate that the LDP has had predominantly positive impacts and the policy framework has been effective in achieving sustainable development. Further analysis of the AMR against the existing LDP strategy and policy framework is considered in sections 6 and 7.

5.2. SUSTAINABILITY MONITORING

- 5.2.1. SA monitoring is different to the LDP monitoring as it monitors the state of the environment rather than the performance of the LDP. The SA Monitoring of the LDP expands the assessment of the performance of the LDP against the SA monitoring objectives. The initial SA identified a set of 15 objectives and indicators and targets were developed to measure the environmental, economic, and social impacts of the LDP. This is set out in Section 6 of the AMRs.
- 5.2.2. While many of the indicators reflect the policies of the plan and can be influenced by them, others are outside the remit of the LDP and reflect wider environmental issues. In this regard, the SA monitoring through the AMRs provides a varied assessment. The indicators related to LDP policies are largely positive and reflect the overall success of the Plan in areas such as affordable housing, community facilities and open space, avoiding new development in flood zones, waste reduction, protection of environmental assets and protecting Best and Most Versatile agricultural Land. However other indicators that reflect the broader environmental picture such as climate change, water quality and deprivation provide a stable or negative assessment.

5.2.3. A thorough review of the SA/SEA will be required to consider the broader contextual changes in terms of national policy and guidance as set out above and changes and updates to the baseline information that will be prepared as a part of the LDP review process. The SA Scoping Report will be reviewed accordingly, including the SA methodology and monitoring framework. Consideration will also need to be given to integrating the Well-being of Future Generations Act 2015 requirements, Equalities Act, Welsh Language and Health Impact Assessment into a single Integrated Sustainability Appraisal (ISA).

6. REVIEW OF THE LDP AND POTENTIAL FUTURE CHANGES

6.1. LDP VISION, OBJECTIVES AND STRATEGY

LDP VISION

6.1.1. The LDP Vision mirrors the Council's Community Strategy (2011 to 2021) overarching vision for the Vale of Glamorgan (originally developed by Vale of Glamorgan Local Service Board):

“Our Vision for the Vale of Glamorgan is a place:

- That is safe, clean, and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity, and wellbeing; and*
- Where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area.”*

6.1.2. Since the adoption of the LDP, Community Strategies have been replaced with Single Integrated Plans (SIP) and under the provisions of the Well-being of Future Generations (Wales) Act in 2015, Public Service Boards (PSBs) were established for each local authority area in Wales with the requirement to publish Local Well Being Plans (LWBPs). These are aimed at improving the economic, social, environmental and cultural well-being of the local area by working to achieve the well-being goals.

6.1.3. In 2018, the 1st Vale of Glamorgan Wellbeing Plan “Our Vale Our Future” was published which sets out a 5-year plan (2018-2023) and seeks to respond to the findings of the PSB Well-being Assessment which was undertaken in 2017.

6.1.4. The Vale of Glamorgan WBP seeks to address the health and well-being issues affecting residents within the Vale of Glamorgan, particularly amongst those living within the most deprived wards who experience higher levels of health inequalities and reduced life expectancy and sets out the following shared vision for the Vale of Glamorgan in 2050:

“Everyone will have a sense of belonging and be proud to be part of the Vale, recognising their contribution to the success of the region and Wales. Our impact on the environment, both local and global, will be understood, and public services, communities and businesses will work together to protect the environment and our natural resources for the benefit of current and future generations. The Vale will be an area of optimism and aspiration, where we work together to ensure that young people achieve their individual ambitions and are supported through the early years, childhood, and teenage years. The positive attributes of our ageing population will be recognised and respected and the contribution of older people to the vibrancy and resilience of the Vale will be valued. Residents of all ages and backgrounds will participate in community life, helping to shape services and taking pride in the area they live in. Working together for the benefit of current and future generations will be the norm, and residents will have confidence in the services they receive and, in their ability, to effect change to improve the economic, environmental, social and cultural well-being of the area. Educational and health inequalities will be a feature of the past as we work together for a Vale where everyone has access to the services and support, they need to live healthy, safe and fulfilling lives.”

6.1.5. The WBP details four well-being objectives that provide the framework for the core collaborative areas of work, over the next 5 years and for the delivery of the long-term actions to 2050. The objectives are:

- Objective 1: To enable people to get involved, participate in their local communities and shape local services
- Objective 2: To reduce poverty and tackle inequalities linked to deprivation
- Objective 3: To give children the best start in life
- Objective 4: To protect, enhance and value our environment

6.1.6. The WBP also highlights how planning and the built and natural environment can influence health and well-being. For example, it can improve access to open and green spaces to encourage active lifestyles and address social inequalities and social exclusion by ensuring good public transport provision to access employment, education, and key services.

6.1.7. The LDP review process provides the opportunity to review the adopted LDP vision so it can further reflect the economic, social, and environmental aspirations contained within the Vale of Glamorgan WBP vision and contribute to addressing the key issues identified within the WBP. This is also consistent with the LDP Development Plans Manual (Edition 3, 2020) which states that WBPs should form a key part of the evidence base and should be used to shape and influencing the LDP vision, strategy, and objectives alongside national placemaking objectives contained in PPW.

6.2. REVIEW OF THE LDP OBJECTIVES

6.2.1. The adopted LDP Vision is supplemented by 10 strategic objectives which cover the key social, economic, and sustainable issues identified in the preparation of the Plan. They were also developed to support the Vale of Glamorgan Community Strategy Vision.

6.2.2. The review of the LDP provides the opportunity for the Replacement LDP to consider how the objectives can support both national and local well-being objectives. To inform the review, table 7 below compares the compatibility of the existing LDP objectives with the seven national wellbeing goals and the four strategic objectives of the Vale of Glamorgan WBP.

6.2.3. The table indicates that the current LDP objectives are generally compatible with the cross-cutting themes of the National Well Being Goals and those of the Vale of Glamorgan WBP. However, there is scope to enhance the LDP objectives to place more emphasis on key matters such as climate change and health and well-being. The Vale of Glamorgan PSB has commenced its review of the WBP and is due to produce an update to its well-being assessment in 2022, which will provide further opportunity for the Replacement LDP to support the health and wellbeing objectives of the future WBP which is due to be published in 2023.

Table 7: Comparison of present LDP Objectives and National Well Being Goals and The Vale of Glamorgan Well-being Plan Objectives

LDP Objectives	National Well – Being Goals						Vale of Glamorgan Well-being Plan Objectives				
	A Prosperous Wales	A Resilient Wales	A Healthier Wales	A More Equal Wales	A Wales of Cohesive Communities	A Wales of vibrant culture and thriving Welsh Language	A Globally responsible Wales	Enable people to get involved, participate in their local communities and shape local services	Reduce poverty and tackle inequalities linked to deprivation	Give children the best start in life	Protect, enhance and value of environment
Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all.											
Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change.											
Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport.											
Objective 4: To protect and enhance the Vale of Glamorgan’s historic, built, and natural environment.											

Objective 5: To maintain, enhance and promote community facilities and services in the Vale of Glamorgan.											
Objective 6: To reinforce the vitality, viability, and attractiveness of the Vale of Glamorgan's town, district, local and neighbourhood shopping centres.											
Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs.											
Objective 8: To foster the development of a diverse and sustainable local economy that meets the needs of the Vale of Glamorgan and that of the wider South East Wales											
Objective 9: To create an attractive tourism destination with a positive image for the Vale of Glamorgan, encouraging sustainable development and quality facilities to enrich the experience for visitors and residents.											
Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.											

6.3. REVIEW OF THE VALE OF GLAMORGAN LDP STRATEGY

6.3.1. The adopted LDP Strategy comprises four key elements:

1. To promote development opportunities in Barry and the South East Zone
2. The St. Athan area to be a key development opportunity
3. Cardiff Airport a focus for transport and employment investment
4. Other sustainable settlements to accommodate further housing and associated development

6.3.2. In terms of measuring how successful implementing the strategy has been, the following sections consider the overall performance of the LDP as they relate to key aspects that are fundamental to delivering the LDP strategy, namely housing delivery including affordable housing, the delivery of housing allocations, the spatial distribution of housing growth, progress on strategic sites, delivery of key infrastructure and employment growth.

HOUSING GROWTH (STRATEGIC POLICIES SP1, SP3, MANAGING GROWTH POLICY MG1)

6.3.3. The level of housing growth identified within in the LDP is 9,460 dwellings over the Plan period and reflects the demographic, migration and household formation derived from the Welsh Government's 2011 based local authority population and household projections. This indicated that the population of the Vale of Glamorgan would increase by 9,602 persons and would result in a requirement for 7,399 dwellings over the 15-year plan period to 2021.

6.3.4. A further 1,602 dwellings were provided within the LDP to support the economic growth aspirations arising from the strategic employment allocations at the Cardiff Airport and Bro Tathan Enterprise Zone and Land to the South of Junction 34, M4 (Hensol). In addition, and in accordance with national guidance, a further 10% flexibility allowance was provided as a safeguard against non-delivery of sites – and as such the Plan provides for the provision of 10,408 dwellings.

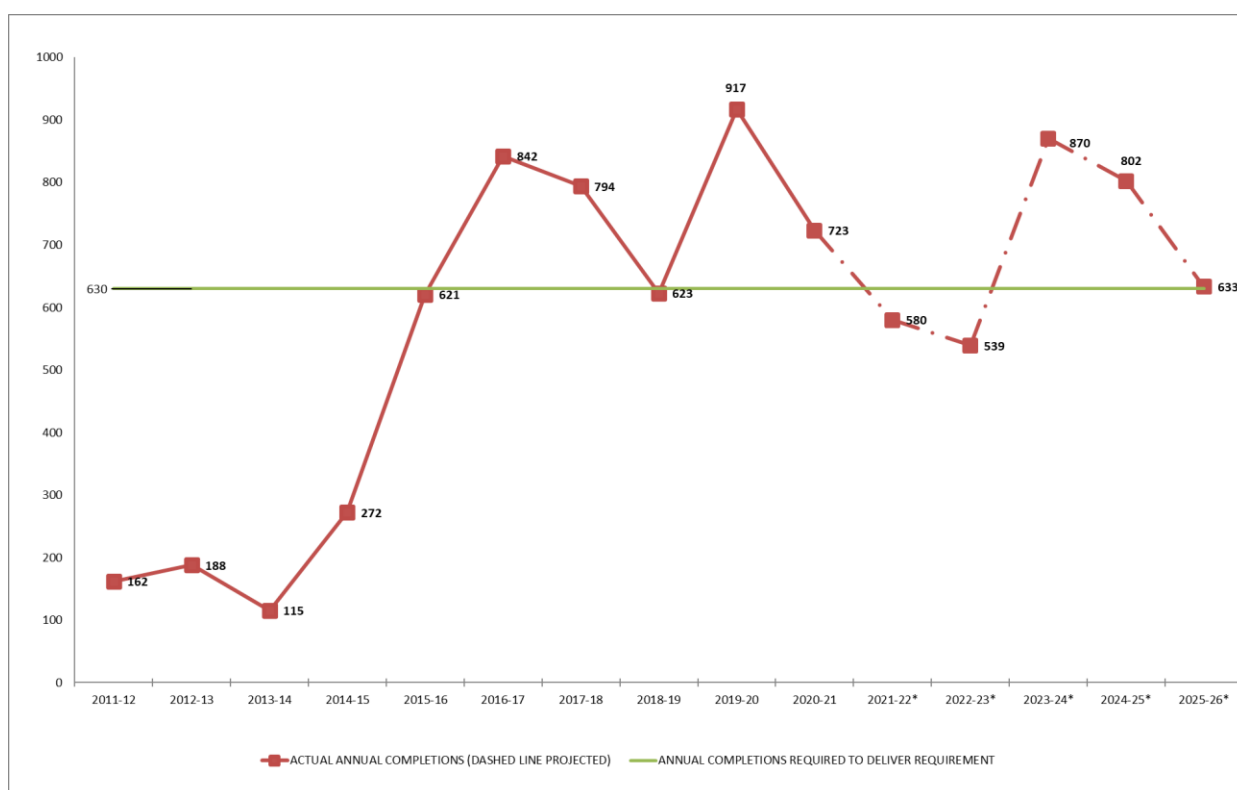
6.3.5. The following section provides a review of housing delivery including affordable housing for the period 2011-21, appraising housing delivery against the spatial strategy and provides and update on site delivery allocated within the Plan.

HOUSING DELIVERY

6.3.6. Over the 10-year period 2011-2021, a total of 5,257 new dwellings were constructed in the Vale of Glamorgan, against a monitoring target of 6,306 dwellings (annual average of 630.6 dwellings per annum x 10 years). Whilst the figure is below the monitoring target, the graph in figure 8 below illustrates that this was largely due to the low number of annual completions during the early years of the plan, caused by the economic recession which occurred in 2008 and the slow recovery during the interim years. Overall, for the 10 years between 2011 and 2021 the number of dwellings completed represents 55% of the overall dwelling requirement.

6.3.7. The graph also shows that there has been a steady growth in housing delivery within the Vale of Glamorgan, reflecting more buoyant economic conditions as illustrated by completions (solid red line) exceeding the annual average requirement of 630 dwellings (green line) during 4 of the last 5 previous years of the Plan.

Figure 8: Annual Dwelling Completions Recorded 2011-2021 and Projected Annual Dwelling Completions 2021-2026



6.3.8. The graph (red dashed line) also provides a projection of the anticipated annual completions for the remainder of the Plan (2021-2206), indicating that over the next 5 years completions are anticipated to fall below the average requirement in years 2021-23 before increasing above the annual average requirement in the last 3 years of the Plan. By 2026 it is forecast that the LDP will have delivered a minimum of 8,681 dwellings which is below the 9,460 dwellings provision in the Plan, again due primarily to low delivery rates within the formative years of the plan rather than a failure to deliver housing allocations in the Plan.

6.3.9. In order to meet the provision of 9460 dwellings by 2026, 840 dwellings per annum would need to be delivered over the remaining 5 years of the Plan. This could be achieved if developers and site owners expedite site delivery and would reflect rates achieved in 2016-17 and 2019-20 (and projected in 2023-24). Accordingly, it is considered that despite low development rates within the early part of the Plan, the adopted LDP has made good progress towards its delivery of the identified housing provision.

6.3.10. In the preparation of the Replacement LDP, the Council will consider the latest Welsh Government population and household projections to determine future housing provision within the Vale of Glamorgan up to 2036.

HOUSING SUPPLY

6.3.11. Policy MG1 identifies the sources of housing to meet the identified need plus the 10% flexibility allowance provided. This states that the majority of housing shall be delivered through allocations within the Plan, alongside large sites with planning permission at 1st April 2011, and windfall developments. The breakdown of housing supply is provided below:

Table 8: Adopted LDP Dwelling Supply

Development of Sites with extant planning permissions (10 or more dwellings) at April 2011	182
Allocations within the Plan	8525
Development of unallocated windfall sites (10 or more dwellings)	840
Development of small sites (less than 10 dwellings)	861
TOTAL DWELLING SUPPLY 2011-2026	10,408

DELIVERY OF ALLOCATED HOUSING SITES (POLICY MG2)

6.3.12. Policy MG2 sets out the sites allocated within the LDP to meet the identified housing requirement over the Plan period. The supply consists of 48 sites capable of delivering 8,525 dwellings distributed in accordance with the LDP settlement hierarchy and recognises the need to ensure the provision of a range and choice of land for housing throughout the Vale of Glamorgan.

6.3.13. In this respect at 1st April 2021, 40 of the 48 housing sites have either been developed, are under construction, have been granted planning permission or are subject of a planning application pending a Council decision. The sites which have not come forward under the current Plan are listed below:

- MG2 (3) - Land at Church Farm, St. Athan
- MG2 (4) - Former Stadium Site / Land adjacent to Burley Place, St. Athan
- MG2 (8) - Barry Island Pleasure Park (previous planning consent lapsed)
- MG2 (11) - Land to the west of Pencoedre Lane
- MG2 (19) - Land adjoining St. Athan Road, Cowbridge
- MG2 (23) - Former Eagleswell Primary School
- MG2 (26) - Headlands School, St. Augustine's Road
- MG2 (34) - Llandough Landings

6.3.14. The total number of dwellings approved on MG2 sites as of 1st April 2021 equates to 5,527 dwellings or 65% of dwellings allocated under policy MG2.

6.3.15. Appendix 1 sets out the status of the housing allocations within the Plan and indicates that delivery of housing allocations to date has been successful and the Council anticipates that the delivery of housing allocations shall continue for the remainder of the plan period. However, some sites have yet to come forward and as such the LDP review shall provide the opportunity to re-examine the deliverability of these sites as well as the need for additional allocations to meet the housing requirement in light of the latest demographic evidence.

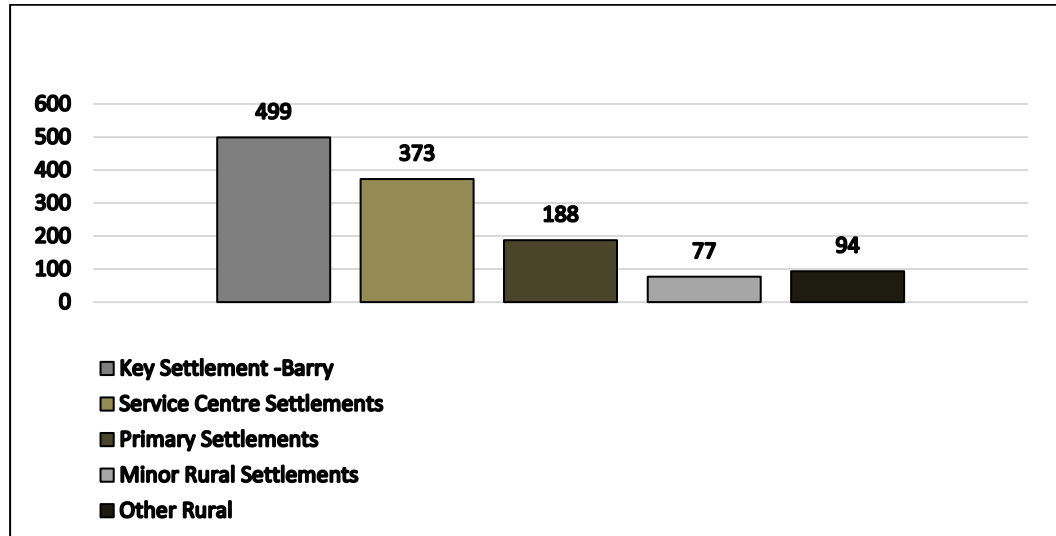
WINDFALL HOUSING DEVELOPMENT (POLICY MG1)

6.3.16. Policy MG1 'Housing Supply in the Vale of Glamorgan' indicates that windfall development will contribute some 1701 dwellings over the 15-year plan period, which equates to 113 dwellings per annum. Sources of unallocated windfall housing include infill and redevelopment of land within settlements, conversion or subdivision of existing buildings, and conversion of rural buildings as well as dwellings permitted as rural exceptions, for example rural enterprise dwellings.

6.3.17. Analysis of windfall development for the period 2011-2021 indicates that windfall development has contributed some 1231 dwellings (123 annually). This is slightly above the annual allowance identified within the LDP and represents 72% of the total allowance

identified. The graph in figure 9 below summarises the spatial distribution of housing to date in relation to the LDP settlement hierarchy, indicating that this has been in line with the settlement hierarchy and associated policies in the Plan.

Figure 9: Windfall Development by LDP Settlement Hierarchy over the period 2011-2021



SETTLEMENT HIERARCHY AND HOUSING DISTRIBUTION

6.3.18. The LDP spatial strategy for the Vale of Glamorgan focusses on the main areas of growth, namely the urban settlements located within the south eastern Vale (the South East Zone), the St Athan Strategic Opportunity Area, Cardiff Airport (as a key employment and transport opportunity), alongside a hierarchy of sustainable rural villages to support and enhance existing facilities and services.

6.3.19. This growth strategy was developed to reflect the Council's aspirations for the continued regeneration of the key settlement of Barry and to take advantage of the economic benefits of the Welsh Government's Cardiff Airport and Bro Tathan Enterprise Zone. In addition, the current LDP strategy aims to support existing communities particularly in meeting affordable housing need through distributing housing growth to those towns and villages which offer the best access to services and public transport.

6.3.20. In this respect a key aspect of the current LDP strategy has been the identification of a hierarchy of settlements based upon an audit of existing services and facilities as well as the availability of public transport options.

6.3.21. The appraisal of the settlements also assisted in identifying the role and function of the settlements which is reflected in the categorisation of settlements within the LDP settlement hierarchy as set out below:

Key Settlement: Barry

Service Centre Settlements: Cowbridge, Llantwit Major and Penarth

Primary Settlements: Dinas Powys, Llandough (Penarth), Rhoose, St. Athan, Sully and Wenvoe

Minor Rural Settlements: Aberthin, Bonvilston, Colwinston, Corntown, Culverhouse Cross, East Aberthaw, Ewenny, Fferm Goch, Graig Penllyn, Llancarfan, Llandow, Llanmaes, Llysworney, Ogmere by Sea, Pendoylan, Penllyn, Peterston Super Ely, Sigingstone, Southerndown, St Brides Major, St Nicholas, Treoes, Wick and Ystradowen.

6.3.22. In addition, LDP Policy MD1 (Location of New Development) directs new development to sustainable locations by favouring proposals where they support the role and function of the settlements within the settlement hierarchy.

6.3.23. Table 9 below provides a summary of the spatial distribution of housing identified within the LDP with the distribution of the 5,257 dwellings which have been constructed between 2011-2021 on both allocated and windfall sites.

Table 9: Spatial distribution of housing growth 2011-2021

Settlement Category	Proposed Spatial Distribution of Housing Growth in the LDP (2011-2026) (housing allocations only)	Spatial Distribution of Housing Growth Achieved (2011-2021. (housing allocations and windfall))
Key Settlement: Barry	29%	42%
Service Centres	21%	15%
Primary Settlements	39%	23%
Minor Rural Settlements	11%	18%
Other	0%	2%

6.3.24. The above table shows that the spatial delivery of new housing to date generally aligns with the spatial distribution of growth identified in the adopted LDP and accords with Policy MD1. Whilst the proportion of housing growth achieved in the Primary and Service Centre Settlements is currently lower than that proposed in the LDP, this is primarily due to several housing allocations within these settlements having yet to progress. Conversely the higher percentage of new development within Minor Rural Settlements reflects the fact that most sites allocated within these villages have been delivered by 2021. For the Key Settlement of Barry, housing growth has focused primarily on the regeneration at Barry Waterfront which is anticipated to be complete before the end of the plan period, alongside a number of windfall developments have contributed towards housing provision in line with the growth strategy.

AFFORDABLE HOUSING DELIVERY (POLICY SP4 AND POLICY MG4)

6.3.25. The LDP recognises the pressing need for affordable housing in both urban and rural areas and as such the Plan set a target for the delivery of some 3,252 affordable homes over the Plan period. Between the 2011 and 2021 a total of 1,622 affordable dwellings were provided against a monitoring target of 1,646 dwelling for the same period. Whilst progress on affordable housing delivery has increased since the adoption of the LDP, the level of new affordable housing provided represents approximately 50% of the target, and with 5 years on the plan remaining it is unlikely that the LDP target would be met by 2026.

6.3.26. Policy MG4 sets 3 different affordable housing percentage rates which are sought across the Vale of Glamorgan reflecting the housing market areas originally identified in the Local Housing Market Assessment:

- Within Barry a requirement for 30% affordable housing to be provided on residential developments that result in a net gain of 5 or more dwellings.
- Within Llantwit Major, Rhoose and St Athan a requirement for 35% affordable housing to be provided on residential developments resulting in a net gain of 5 or more dwellings
- Within Cowbridge, Dinas Powys, Llandough, Penarth, Sully, Wenvoe, the minor rural settlements (as defined in the LDP settlement hierarchy) and the rural Vale of Glamorgan a requirement for 40% affordable housing to be provided on residential developments resulting in a net gain of 1 dwelling or more, and for a net gain of 2 dwellings in the case of developments that involve the conversion of existing buildings.

6.3.27. In respect of the delivery of affordable housing, the table in Appendix 2 provides a comprehensive list of affordable housing secured on MG2 allocated sites to date, as well as several “windfall” developments.

6.3.28. Encouragingly, this indicates that the Council has generally been successful in securing the required affordable housing percentages in accordance with the policies of the plan (and relevant at the time of approval). In those cases where this has not been achieved, the policies of the Plan enable the Council to negotiate the level of affordable housing taking into consideration site viability arising through for example site specific constraints or infrastructure requirements.

6.3.29. Notwithstanding this performance, the LDP review shall provide the opportunity for the Council undertake a review of development viability to ensure the most appropriate policy approach is taken by the Council to maximise affordable housing delivery in light of the most recent evidence of affordable housing need including older persons accommodation.

EMPLOYMENT LAND AND JOB CREATION (POLICY SP5 AND MG9)

6.3.30. The development strategy seeks to provide for the employment and economic development needs of Vale of Glamorgan through the identification of 437.56 ha of strategic regional employment opportunities (considered under the strategic site allocations below) and 54.68 ha of land to service local employment requirements over the plan period.

6.3.31. The strategy also seeks to protect and enhance the employment role of important industrial and business areas and to deliver a range and choice of accessible employment sites to enable opportunities for business and local employment needs to be met.

6.3.32. During the LDP period from 2011 onwards the Council has approved 87.039 ha of employment uses on the employment allocations. The LDP allocated 368.91 ha of employment land, which means 23.59% of employment land has been approved under the current Plan. Based on the most recent AMR (2020-21), Table 10 below sets out the approved developments.

Table 10: Planning Approvals on Employment Land

Strategic Employment Sites- Planning Applications Approved		
Location	Details	Area (ha)
MG9 (1) Land to the South of Junction 34 M4 Hensol	2014/00228/EAO Outline planning permission with all matters reserved except for access, for development comprising class B1, B2 and B8 uses; a	34.78 ha

	hotel/residential training centre (class C1/C2); and ancillary uses within class A1, A2, A3; associated engineering and ground modelling works and infrastructure, car parking, drainage and access for all uses; provision of infrastructure (including energy centre(s)); landscaping and all ancillary enabling works.	
MG9 (3) Aerospace Business Park, St Athan Rhoose	2016/00617/LAW Lawful Development Certificate - Proposed use by Aston Martin Lagonda Limited for a primary use for the manufacture and assembly of motor cars (Class B2), with ancillary uses for storage/distribution. office, reception and exhibition area, staff canteen and parking. 2016/00890/FUL Planning Permission - Phase 1 building operations, comprising the conversion and alteration of the northern part of the existing support building to provide upgraded reception areas, offices, meeting rooms, kitchen, staff cafeteria and exhibition area together with changes to provide upgraded reception areas, offices, meeting rooms, kitchen, staff cafeteria and exhibition area together with changes to external circulation and parking, and landscaping. 2017/00756/FUL Planning Permission - Phase 2 Building Alterations, comprising of proposed loading bays and infilling existing covered area. 2019/01260/HYB Planning Permission - Hybrid planning comprising: full planning permission for the demolition of existing structures and for the construction of a new service road, building slab/apron and associated drainage; and outline planning permission for erection of up to 40,000 sqm GIA air-side operational employment facilities (Class B1 and/or Class B2 and/or Class B8), vehicle parking, servicing and all associated building and engineering works with all other matters reserved	46.997 ha
MG9 (3) Aerospace Business Park, St Athan Rhoose	2016/01367/FUL Planning Permission - Proposed storage buildings within a fenced compound	0.54 ha
MG9 (3) Aerospace Business Park, St Athan Rhoose	2015/01133/FUL Planning Permission - Erection of a single storey helicopter training facility	0.026 ha
MG9 (3) Aerospace Business Park, St Athan Rhoose	2013/00699/FUL Planning Permission - Erection of an aircraft hangar providing a new helicopter search and rescue facility	1.35 ha
MG9 (3) Aerospace Business Park, St Athan Rhoose	2019/01314/FUL Planning Permission - Proposed 1.465MW Ground Mounted Solar PV Development	0.96ha
MG9 (3) Aerospace Business Park, St Athan Rhoose	2020/00106/FUL Planning Permission - New industrial building for biomass boiler and wood storage	0.256ha
Local Employment Sites- Planning Applications Approved		
Location	Details	Area (ha)
MG9 (4) Atlantic Trading Estate	2014/00932/FUL - Plot 3B, Atlantic Trading Estate, Barry - Construction of portal framed light industrial and business starter units, creating a small development of units suitable for growing and start up business. 2015/00668/FUL - Plot 3B, Atlantic Gate, Atlantic Trading Estate, Hayes Road, Barry - Development of warehouse and associated office building. 2017/00316/FUL Plot 3B, Atlantic Gate, Atlantic Trading Estate, Hayes Road, Barry - Construction of single storey, light commercial unit, split into 4 separate units	0.73ha
MG9 (6) Hayes Lane, Sully	2018/01317/FUL - Spider Camp, Hayes Lane, Sully - Construction of six portal framed buildings and associated roads, division of buildings to form 43 light industrial units	1.4 ha

6.3.33. The most recent AMR (2020-21) identifies that the target for employment land delivery of 20% by 2020 has been delivered. The next monitoring target outlined in the LDP Monitoring Framework states the Council needs “to secure planning permissions on 44%

(163 ha) of employment land by 2022. It should be noted that two applications have recently been approved in April 2021 falling outside of the third AMR period 2019/01421/RES (MG9 (1) in part) and 2020/01367/RG3 (MG9 (4) Plot C in part) which equates to (9.225ha). In addition, an outline application for the southern part of the allocation referred to as 'land adjacent to Cardiff Airport and Port Road, Rhose was approved at the 21st July 2021 Planning Committee which would deliver 40.8ha of employment land once developed subject to reserved matters. This helps to demonstrate that employment allocations are steadily coming forward during the Plan period and the Council are on track to meet the next monitoring target (Appendix 3 sets out all developments approved including those outside the most recent AMR period).

- 6.3.34. However, whilst a significant amount of land has already been granted planning permission on the strategic employment sites in line with the monitoring targets, the development of local employment allocations has been slower. This is considered to be linked to the current economic climate, but this has seen an uptake in recent years.
- 6.3.35. In terms of the impact this has had on job deliverability, the employment developments which have come forward on the following strategic and local sites have delivered jobs in line with the expectations of the adopted LDP's monitoring targets:

Table 11: Jobs Delivered via Planning Approvals on Employment Allocations

Application no.	Type	Site name	Jobs delivered
2019/00871/OUT	Strategic	Land adjacent to Cardiff Airport and Port Road (part of the Cardiff Airport and St Athan Enterprise Zone)	2,000 (subject to reserved matters)
2016/00890/FUL 2017/00756/FUL 2019/01260/HYB	Strategic	St Athan Aerospace Business Park (part of the Cardiff Airport and St Athan Enterprise Zone)	200 550 1,055
2014/00228/EAO	Strategic	Land to the South of Junction 34 M4 Hensol	3,069 (subject to reserved matters)
2019/01421/RES	Local		750
2014/00932/FUL	Local	Atlantic Trading Estate	12
2015/00668/FUL			17
2017/00316/FUL			10
2018/01317/FUL	Local	Hayes Lane, Sully	60
2020/01367/RG3	Local	Atlantic Trading Estate	8
Total (including reserved matters)			7,731
Total (approved)			2,662

- 6.3.36. In relation to the anticipated job creation from allocated sites, BE Group's Further Advice on Employment Land and Premises Study Background Paper (2015) provided additional evidence regarding the link between jobs growth anticipated on employment allocations and the impact upon dwelling numbers. However, the Study does note employment land take up is not directly correlated to population growth, due to the vagaries of the property

market, changes in business operations, need for spare capacity and the uncertainty of the projections. The additional local and strategic employment land have implications for housing needs, however, the relationship between employment land take-up and jobs is inexact meaning the implications for housing are difficult to quantify with precision. BE Group projected additional households to service the employment on these sites, summarised in table 12 below:

Table 12: Adopted LDP Anticipated Jobs Delivered by Employment Allocations

Employment	Potential jobs by 2026	Potential 2026 Jobs taken by VoG residents	Projected VoG Households resulting from additional employment land in VoG	Total above WG 10-year migration scenario projections
Local Employment Land	3,000-5,000	2,300-3,800	2,200-3,700	-
Strategic Employment Land	4610 - 5610	1460 - 2260	1040 - 1540	1040 - 1540
Total	7,610-10,610	3,760-6,060	3,240-5,240	1,040-1,540

6.3.37. The tables above show the adopted LDP has delivered 25.09% of the anticipated jobs which is beyond the monitoring target set out in the AMR for 2020.

DELIVERY OF STRATEGIC SITES (POLICIES SP 2, MG3 AND MG10)

6.3.38. Strategic Policy SP2 identifies 3 strategically important sites which are major elements contributing to the implementation of the LDP strategy. Accordingly, they are aimed at delivering significant inward investment supported by new housing and employment uses. Updates on the delivery of these sites is set out below.

BARRY WATERFRONT (POLICY MG3)

6.3.39. Policy MG3 identifies Barry Waterfront as a strategic regeneration site and it is allocated within the LDP for a mixed-use development including up to 1,700 dwellings and a range of retail, hospitality and community uses alongside a new Barry Island link road.

6.3.40. To date, progress on the delivery of Barry Waterfront has been good., Some 1288 dwellings have been completed (at 1st April 2021), the new Barry Island link road opened in 2016 and there has been the provision of a new district centre providing 4,600 sqm of retail space. In addition, Barry Waterfront has been a key location for a regeneration projects which include the provision on a new 80 bed hotel, the renovation of the pumphouse and the Goodsheds development offering a mix of leisure, recreation and commercial uses alongside live to work units and affordable housing.

6.3.41. It is anticipated that the final phase of the Waterfront shall be completed by 2024/25 and will include the provision of the new Ysgol St Baruc primary school to be opened in 2022 as well as new and enhanced public realm and green spaces. The Council envisages that

the Waterfront will continue to be a key focal point for the Council's wider regeneration initiatives for Barry within the Replacement LDP.

CARDIFF AIRPORT AND BRO TATHAN ENTERPRISE ZONE (POLICY MG 10)

- 6.3.42. The LDP Strategy recognises the importance of Cardiff Airport to the future prosperity of the Vale of Glamorgan, as does its designation (along with St Athan) as part of the 'Cardiff Airport and Bro Tathan Enterprise Zone. These strategically located flagship sites are intended to stimulate inward investment and consolidate the role of the Vale of Glamorgan within the Cardiff Capital Region.
- 6.3.43. The Enterprise Zone and surrounding area is therefore identified as strategic sites, given its importance in delivering the LDP Strategy which seeks to promote St. Athan as a key development opportunity, notably as an area of training and employment excellence, particularly for the military and aerospace sectors, as well as providing significant opportunities for new residential development.
- 6.3.44. The Bro Tathan Aerospace Business Park is already home to state-of-the-art workshops, hangars and other buildings alongside development land with airside access which is ideal for a range of civilian or military uses including Maintenance Repair and Overhaul (MRO), manufacture, engine overhaul, Non-Destructive Testing (NDT) and Research and Development.
- 6.3.45. In February 2016, the Bro Tathan Aerospace Business Park fought off competition from more than 20 worldwide locations to secure Aston Martin Lagonda (AML) as its next occupant. The new manufacturing facility was officially opened by the Welsh First Minister on the 6th December 2019 and Bro Tathan is the company's sole production facility for of Aston Martin's first SUV, the DBX. Full production capability was scheduled to commence in the 2nd quarter of 2020. However, the COVID 19 pandemic has had a significant impact on production and sales. The manufacturing facility was anticipated to create up to 750 jobs at peak production, but it is understood that some job losses have recently occurred due to falling sales in 2020.
- 6.3.46. The business park is an essential element of the Welsh Government's aspirations for the enterprise zone. The Northern Access Road (NAR) has been completed and provides a high-quality direct access for new and existing businesses at the site. In addition, to support the continuing development at the Aerospace Business Park, the Welsh Government is currently preparing a development brief to guide development proposals at the Y Porth site. This 6.7 hectare site is located on the north and south sides of the eastern end of the new NAR and marks a crucial point of arrival at the business park. Consultation on the draft development brief was undertaken by the Council between 14th December 2020 and 1st February 2021, and it is anticipated to be adopted by the Council in late 2021.
- 6.3.47. Cardiff Airport plays an important role both as an international gateway and as a major driver within the Welsh economy. Since its acquisition by the Welsh Government in 2013 the airport has increased its passenger numbers by over 65%. However, the last year has been particularly challenging for Cardiff Airport with 2 operators ceasing trading along with the implications of COVID 19 travel restrictions. Passenger numbers in 2020 were just under 220 000, a decrease of 87% on 2019. The Civil Aviation Authority reported this to be the largest decline in any UK airport.
- 6.3.48. The Council adopted the Cardiff Airport & Gateway Development Zone Supplementary Planning Guidance (SPG) on 16th December 2019 which will guide future development on the site. An outline planning application (2019/00871/OUT refers) in relation to the

allocated employment land south of Port Road comprising 44.75 hectares of B1, B2 and B8 business park, associated car parking, drainage infrastructure, biodiversity provision and ancillary works together with a country park extension was approved on 14th July 2021.

LAND TO THE SOUTH OF JUNCTION 34 HENSOL (POLICY MG11)

- 6.3.49. LDP Policy MG11 identifies land to the south of Junction 34, M4, Hensol for strategic (29.59ha) and local (6.64ha) employment land for a mix of employment uses including B1, B2 and B8. The employment allocation relates to an existing employment area which was initially occupied by Bosch and subsequently acquired by Renishaw at the start of the LDP period in 2011.
- 6.3.50. Prior to the Plan's adoption an outline application (ref: 2014/00228/EAO refers) was approved in June 2016 on the land allocated in the LDP. The application was for a development comprising up to 151,060 sqm of Class B1, B2 and B8 uses; a Hotel/Residential Training Centre (Class C1/C2); and up to 1,300 sqm ancillary uses within Classes A1, A2, A3; 30.5 ha of green infrastructure (incorporating landscaping and water balancing areas), access and servicing areas, car parking, drainage and access, provision of utilities infrastructure (including an energy centre). 55.16 Ha (gross) of this primarily greenfield land is allocated to meet strategic and local employment needs, although having regard to significant constraints on the site including a Site of Special Scientific Interest, watercourses, protected trees, and flood risk, the net developable area of employment land is reduced to 36.23 Ha.
- 6.3.51. The outline application approved in 2016 has not yet come forward and the permission has expired. However, on 21st June 2021 an application (2021/00899/EOA refers) was submitted to vary condition 2 of 2014/00228/EAO to extend the period of time for submission of reserved matters by a further five years from the date of the new permission. Although the original outline application has not yet come forward in the plan period, the new application demonstrates there is still a willingness to bring forward the allocation.
- 6.3.52. In the interim, a reserved matters planning application (2019/01421/RES refers) has been received within the allocation which would meet the local employment land need identified in Policy MG9 – Employment Allocations and under Policy MG11. The application was approved in April 2021 for an extension to the existing Renishaw facility which will provide 33,909 square metres of additional B2 floor space. This relates to Zone A identified under the outline consent. The proposal would result in the expansion of the existing employment use as part of the Renishaw company, forming two large factory type buildings similar in size and form to the existing units on the Renishaw site.
- 6.3.53. Based on the above planning applications approved and under consideration on the site, it is considered the allocation is still deliverable. Consideration will need to be given to how the allocation should be considered in the Replacement LDP - updating the allocation to reflect changes as approved under recent consents.

RETAIL (POLICY SP6)

- 6.3.54. The retail strategy for the LDP was based upon the 2009 Retail Study Background Paper produced by consultants (CACI). The study identified a need for the provision of 6,235 square metres (net) convenience floorspace and 1,072 square metres (net) comparison floorspace over the plan period. However, prior to the Plan being adopted, a significant

amount of new convenience floorspace was approved, which included the development of a 'Waitrose' food store in Cowbridge town centre measuring 1,319 square metres (net), and four associated non-food retail units of approximately 577 square metres (net), which not only provide positive benefits to Cowbridge, reinforcing its position within the retail hierarchy, but also retain retail convenience expenditure within the town. Consequently, a Retail Planning Study Update (2016) was produced during the LDP examination which detailed the full extent of additional retail floorspace approved prior to the Plan's adoption. A summary of the approvals is shown in Table 13 below:

Table 13: Summary of Retail Approvals Prior to the LDP Adoption

	Convenience Floorspace	Comparison Floorspace
Approvals up to July 2016	10,094.07	2,851.8
Retail Floorspace Headroom (CACI 2009)	6,235	1,072
Difference	3,859.07	1,779.8

6.3.55. Consequently, the retail need identified for the Plan period was met prior to adoption. However, to ensure any windfall retail development was managed appropriately the LDP includes various retail policies to manage and maintain an attractive and viable retail environment in existing retail centres. The effectiveness of these retail policies is summarised under section 7 below.

6.3.56. In addition to ensuring sufficient supply is provided during the Plan period to meet anticipated demand, the LDP acknowledged that town and district centres play a vital role in meeting the needs of local residents. Therefore, proposals which contributed to the regeneration of such centres, through the refurbishment and reuse of vacant properties are favoured. The LDP also seeks to improve the retail offer in town and district centres, with a focus on regeneration activity centred on the effective reuse of vacant floorspace at street level and on upper floors as well as improvements to public realm, circulation and access.

6.3.57. However, during the Plan period the national retail sector has experienced continued decline with many well-known high street retailers going into administration and others have scaling back their presence on the high street, changing their emphasis to favour digital sales platforms. In terms of the retail centres in the Vale of Glamorgan, the poor state of the retail sector and diminishing consumer confidence in all retail categories has translated into a general trend of increasing vacancy rates particularly in the town and district Centres. Table 14 shows the trend of vacancy rates from 2012 onwards in these retail centres:

Table 14: Vacancy Rates in Town and District Centres

Vacancy rates	Average Vacancy rates in High Street, Barry	Average Vacancy rates in Holton Road, Barry	Average vacancy rates in Cowbridge Town centre	Average vacancy rates in Llantwit Major Town centre	Average vacancy rates in Penarth Town centre	Average Vacancy rates in VOG Town Centres	Average Vacancy rates in Wales*	Average Vacancy rates in the UK*

2021	4%	13.98%	11.6%	2.97%	3.3%	7.85%	19.2%	14.1%
2020	7.3%	16.04%	17.3%	3.96%	3.43%	9.61%	15.9%	12.2%
2019	4.8%	17.65%	11.96%	7.92%	5.14%	9.49%	13.4%	10.3%
2018	10.4%	13.90%	12.90%	4%	5.17%	9.27%	15.4%	8.9%
2017	8.8%	14%	8.3%	9%	4%	8.8%	12.5%	9.4%
2016	9.7%	8%	10.8%	5.8%	3.5%	7.6%	12.1%	9.5%
2015	10.9%	7.6%	7.8%	3.9%	5.3%	7.1%	15.5%	13.3%
2014	10.3%	12.5%	8.3%	9.2%	5.8%	9.2%	17.9%	10.3%
2013	17.5%	8.7%	2.8%	4.9%	1.6%	7.1%	17%	11.9%
2012	12.3%	15.8%	3%	5%	1%	7.4%	18%	14.6%

6.3.58. The table above shows that the highest average vacancy rate in the Vale of Glamorgan was recorded in 2020. The survey for this period was undertaken in August 2020 during Covid-19 lockdown restrictions which had a detrimental impact upon the vibrancy and vitality of retail centres. However, in the most recent retail survey undertaken in June 2021 vacancy rates in all centres have dropped from the previous year reducing the average vacancy rate to 7.85%. The BRC (British Retail Consortium) & LDC (Local Data Company) revealed on 30th April 2021 that the vacancy rate for the UK had risen to 14.1% whilst the vacancy rate for Wales is 19.2% (1 in every 7 shops is vacant in Wales).

6.3.59. The Vale of Glamorgan vacancy data shows the retail centres within the Vale of Glamorgan have begun to recover from the impact of lockdown restrictions in Wales. This could reflect policy changes Welsh Government have implemented which includes publishing Building Better Places – The Planning System Delivering Resilient and Brighter Futures: Placemaking and the Covid-19 Recovery (2020) which starts to identify actions to aid the Covid-19 recovery. This will be developed in future reviews of PPW enabling Welsh Government to further integrate this work. The Welsh Government also introduced temporary amendments to the Town and Country Planning (General Permitted Development) to provide greater flexibility for changes of use in town centres up to 29th April 2022.

6.3.60. Consequently, although it is considered that the current retail strategy has worked well overall (as demonstrated by the vacancy rate within the main retail centres being below the Welsh and UK average), the significant impacts Covid-19 has had on the retail sector will need to be considered in the Replacement LDP. A more flexible approach is likely to be required in line with the latest national planning guidance. As stated in the Annual Monitoring Report, the Council also intends to shortly consult on new retail supplementary planning guidance which will seek to address some of the current issues in the short term.

TRANSPORT (POLICY SP7)

- 6.3.61. The delivery of the planned housing and strategically important employment sites of the LDP will be dependent upon the implementation of key sustainable transport and highway improvement schemes set out in Policy SP7. The schemes seek to support and develop the transport network within the Vale of Glamorgan to enable the movement of people and goods safely and effectively within the area and reduce the reliance on the private car in favour of more sustainable options, serving the economic, social and environmental needs of the Vale of Glamorgan through improving access to new employment, housing and the wider area.
- 6.3.62. The last 3 AMRs illustrate that significant progress has been made in delivering the transport schemes set out in the Plan and that eight major transportation schemes have been delivered by the initial 2020 monitoring target including the new Barry Island Link Road, the new Northern Access Road at Bro Tathan Enterprise Zone (including walking and cycling provision), Bus Priority measures along the A4050, Improvements to the A4226 Five Mile Lane and improvements to the B4265 at Gileston Old Mill.
- 6.3.63. Significant progress has also been made on several the sustainable transport schemes identified in policy SP7 with WeITAG assessments and/or funding applications either approved or progressing. Several schemes on the other hand have either been delayed or discarded because of detailed assessments and/or lack of funding e.g. bus park and ride at Cosmeston.
- 6.3.64. While the 2020 monitoring target set out in the monitoring framework has been exceeded, the AMR identifies the current status of the strategic transportation schemes including those that have not been completed and indicates that Policy SP7 will need to be reviewed in the Replacement LDP to reflect the current situation with regard to each of the strategic transportation schemes.

TOURISM AND LEISURE (POLICIES SP11, MG29 AND MD13)

- 6.3.65. The new and enhanced tourism facilities on Barry Island (Policy MG29 [1] refers) have not been delivered in line with the 2018 monitoring framework target. Since the adoption of the LDP, the Pleasure Park has been acquired by a new owner who wishes to maintain the fun fair as a tourist attraction on the site. The Council is continuing to work on the options for Nells Point, Whitmore Bay and is considering the need to prepare development briefs for Barry Island. No planning application has been received to date for the land at Cottrell Park Golf Course although it is not anticipated to come forward until the end of the Plan period. All of these sites will need to be reviewed as part of the Replacement LDP process.
- 6.3.66. The Council continues to receive a significant number of applications for tourism related development particularly in the rural Vale. New supplementary planning guidance on tourism and leisure development has been adopted by the Council to provide additional detail to the relevant LDP policies and clarity on how such applications will be assessed.
- 6.3.67. The total economic impact of tourism in the Vale of Glamorgan in 2020 was £93.01 million. This represents a decrease of 66% on 2019 and again illustrates the devastating impact of the Coronavirus pandemic and the associated restrictions have had on the tourism economic sector and jobs. Given the importance of tourism in the Vale of Glamorgan it is likely to remain a key issue in the Replacement LDP.

6.4. LDP STRATEGY DELIVERY CONCLUSIONS

- 6.4.1. Overall, the evidence summarised above demonstrates that significant progress has been made to date in the delivery of the LDP Strategy, particularly in relation to the housing allocations and other strategically important sites.
- 6.4.2. The recent updates for the Vale of Glamorgan relating to population and household forecasts, the local housing market assessment and the forthcoming gypsy and traveller accommodation assessment, as well the requirement to review the LDP background evidence (covering topics such as employment, retail, renewable energy etc) shall inform the overall Plan strategy in delivering the Council's objectives and future vision for the Vale of Glamorgan. Additionally, recent updates to national planning policy as well as the publication of national and regional plans and strategies such as Future Wales, the National Transport Plan and the continued investments associated with the City Deal and the Metro transport network and their implications for the Vale of Glamorgan will also influence the strategy for the Vale over the next 15 years. This is likely to require additional sites to accommodate housing, employment, community facilities and associated infrastructure.
- 6.4.3. The focus on the continued regeneration of Barry Waterfront, new and enhanced tourism and leisure opportunities, addressing health and wellbeing and protecting natural and historic assets will continue in line with other Council priorities. The underpinning requirements of delivering sustainable development and measures to address the climate and nature emergencies will also be key matters for the Replacement LDP.

7. REVIEW OF THE LDP POLICIES

7.1.1. This section contains an assessment of the current policy framework of the LDP. It is worth noting that there are several policies in the LDP that have been highlighted in previous AMRs which require specific investigation so that their effectiveness is strengthened in a future LDP. These areas are:

- A more flexible approach in retail centres in line with national policy
- Development of local employment sites
- Identification of gypsy and traveller accommodation to meet long term need

7.1.2. The LDP polices have been reviewed having regard to the following:

- The findings of the Annual Monitoring Reports (AMR's).
- Significant contextual changes that have occurred since the adoption of the Plan, including changes in national, regional, and local policies, legislation, and strategies.
- Internal consultation with relevant departments.

7.1.3. A summary of the policy review assessment is set out in Appendix 5. This gives an overview of whether a policy or allocation is functioning effectively, whether any amendments are likely to be needed and whether any policies should be removed or amalgamated as part of the review process. The policy assessment undertaken to date is not considered to be definitive and further consideration will be given to the need to revise the Plan's policies as part of the Replacement LDP preparation process. Based on the policy review assessment, the key policy topic areas are discussed in more detail below.

7.2. HOUSING - POLICIES SP3, SP4, MG1, MG2, MD5, MD6, MD10, MD11, MD12

7.2.1. Following the revision to PPW and the revocation of TAN 1 in its entirety, the revised Development Plans Manual (Edition 3) sets out how annual housing completions must be monitored against the Anticipated Annual Build Rate (AABR). The Replacement LDP will need to include a housing trajectory considering the phasing of sites to ensure that it meets the requirements of the Development Plans Manual.

7.2.2. The housing requirement set out in the current LDP is 9,460 dwellings (Policy SP3 refers) over the Plan period 2011-2026. This figure was primarily informed by the 2011-based 10-year migration variant Welsh Government household projections which projected a rise in households of 13.3% over the Plan period. The latest official WG population and household will be used as the basis for informing the future housing requirement figures for the RLDP. This will also entail assessing the housing land supply requirements necessary to delivery additional housing identified for the period beyond the end date of the existing LDP.

7.2.3. Policy SP4 Affordable Housing Provision sets a target of up to 3,252 affordable dwellings over the Plan period, derived from an assessment of potential levels of affordable housing secured on allocated housing sites and windfall developments informed by the Council's Affordable Housing Viability evidence. The LDP review provides the opportunity to update the development viability evidence and the target for affordable housing for the new plan period.

7.2.4. Additionally, the plan review shall also provide the opportunity to review other housing related policies relating to changes of use of existing properties to residential uses

including rural conversions and dwellings in the countryside including rural exceptions. Collectively, these policies provide the framework for managing development in way that respects the character of towns and rural villages and protects the amenity of existing residents.

7.3. GYPSY AND TRAVELLER ACCOMMODATION- POLICIES MG5, MD18

- 7.3.1. PPW requires Local Authorities to assess the accommodation needs of gypsy and traveller families and include policies for the provision of gypsy and traveller sites in the LDP. The Housing (Wales) Act 2014 places a legal duty on local authorities to ensure the accommodation needs of gypsies and travellers are properly assessed and the identified need for additional pitches is met.
- 7.3.2. In this respect, the review of the Plan's policies shows that the short to medium term accommodation need for gypsies and travellers as set out in Policy MG5 was met early in the plan period. In respect of the longer-term need, work previously undertaken on the identification of a site(s) to meet the evidenced need for an authorised permanent and transit gypsy and Traveller sites to be delivered by the Council will be taken forward in the review of the LDP and will be informed by the preparation of a revised Gypsy and Traveller Accommodation Assessment (GTAA), which will be prepared during 2021. The revised GTAA will establish the current accommodation needs of gypsies and travellers within the Vale of Glamorgan and will form a part of the background evidence of the Replacement LDP.
- 7.3.3. The granting of planning approvals for 9 private pitches on 5 sites throughout the Vale of Glamorgan (including a temporary site and a renewal of previous planning approval) indicate that the criteria-based policy MD18 is functioning well and enables private sites to be developed.
- 7.3.4. In terms of transit site provision, there is a consensus amongst the South East Wales local authorities that transit sites would best be considered and provided on a regional basis. In this regard a regional working group has been established to investigate the regional transit need for gypsy and travellers and to identify possible sites and this information will feed into the LDP review process.

7.4. EMPLOYMENT- POLICIES SP5, MG9, MD14, MD15, MD16, MD17

- 7.4.1. The employment policies within the LDP were informed by the recommendations of the Employment Land and Premises Study 2013. This involved formulating policies which safeguarded existing and allocated employment land for Class B uses and other economic uses where appropriate which achieve economic enhancement. Outside of the main employment sites a more flexible approach was promoted to help facilitate a broad range of economic development.
- 7.4.2. Policies SP5 and MG9 relate to the employment allocations and seek to ensure there is sufficient employment land supply to meet future demand. The AMR target for 2020 was to secure planning permission on 20% (73.6ha) of allocated employment land. The Council has slightly exceeded the 2020 monitoring target for this indicator. The LDP allocates a total of 368.91 ha (net) of employment land in Policy MG9. During the LDP period (from 2011 onwards) the Council has approved 87.039 ha of employment uses on the employment allocations which equates to 23.59% of allocated employment land. The next monitoring target outlined in the LDP Monitoring Framework states the Council needs "to secure planning permissions on 44% (163 ha) of employment land by 2022. It

should be noted that two applications have been approved in April 2021 falling outside of the third AMR period namely 2019/01421/RES (MG9 (1) in part) and 2020/01367/RG3 (MG9 (4) Plot C in part) which equates to 9.225ha. In addition, 44.75ha of employment land at Model Farm (MG9[2]) was approved in July 2021. This demonstrates that employment allocations are steadily coming forward during the plan period and the Council are on track to meet the next monitoring target.

- 7.4.3. Consequently, policies SP5 and MG9 are considered to be performing well. However, in terms of employment land supply this will need to be reviewed to better understand the contextual economic changes which influence employment land demand.
- 7.4.4. In relation to the remaining employment policies MD15, MD16, and MD17 which manage how windfall developments are considered in development management decisions, these have generally been effective. No employment allocations have been lost to non-B Class uses in accordance with Policy MD15 (Protection of Allocated Employment Sites) which is considered to demonstrate that Policy MD15 is working effectively. Regarding Policy MD16 – Protection of Existing Employment Sites and Premises, the policy has worked as intended with 31 planning application out of 33 applications being approved in accordance with MD16. However, the remaining 2 applications were approved contrary to the criteria of MD16. One application (2018/01108/FUL) provided 72 affordable houses within Barry, an area of identified housing need. In this regard, the benefits derived from the scheme in respect of affordable housing provision were considered to outweigh the loss of the small element of employment uses associated with the site. The other application (2019/00178/FUL) was for a residential use. It was considered on balance that proposed residential conversion was acceptable given the poor condition of the property and the unrealistic prospect of economic re-use of the building as an office.
- 7.4.5. While the monitoring trigger of 1 or more planning permissions granted resulting in the loss of employment land has been met the benefits derived from the loss of the existing employment premises in both applications was considered to address a more acute need for housing within Barry and contribute to the other objectives of the Plan. However, following feedback from applicants and development management officers in the application of MD16, it was also considered additional guidance was needed to clarify the interpretation of MD16. In response to this, an Employment Land and Premises SPG has been drafted and is awaiting cabinet approval for consultation. It is considered this is sufficient to address the interpretation concerns raised by development management officers in the short term.
- 7.4.6. In regard to Policy MD17 – Rural Enterprise, this does not form part of the AMR but there are links between other policies such as MD16 which have been effective. Consultation has been undertaken with the development management team to understand whether the policy has been effective and if it requires amending as part of the Replacement LDP process.

7.5. STRATEGIC SITES- POLICIES SP2, MG3, MG10, MG11

- 7.5.1. Please refer to section 6 above for updates on the policies relating to the strategic sites at Barry Waterfront, St. Athan and Cardiff Airport. Generally, the AMRs confirm that good progress has been made to date in relation to the delivery of these strategic sites. However, given the scale and timeframe for implementation of these strategic sites, they are likely to be carried forward into the Replacement LDP and referenced in various policies.

7.6. RETAILING- POLICIES SP6, MG12, MG13, MG14, MG15

- 7.6.1. The existing LDP retail policies were informed by the CACI Retail Needs Assessment (2009) which was updated as part of the LDP Examination process following queries from the Inspector. This resulted in the retail requirement for new convenience and comparison floorspace identified under Policy SP6. The update of the Retail Study undertaken as part of the hearing sessions found the retail need identified for the Plan period had been met prior to adoption. However, to ensure any windfall retail development was managed appropriately the LDP included various retail policies to manage and maintain a viable retail environment in existing retail centres, this included MG12, MG13, MG14 and MG15. The effectiveness of these policies in maintaining and where possible improving the attractiveness, vitality and viability of the identified retail centres has been monitored as part of the AMRs. Since the adoption of the LDP the retail floorspace within town and district centres has seen a decline. There has been a 5.05% reduction in retail floorspace in the town and district centres which accounts for a 4,143sq.m decrease from 82,019sq.m of retail floorspace overall. However, this needs to be viewed in light of the new gains in office and leisure uses within the town and district centres which have mainly been approved as change in use proposals from original retail uses. It should be noted that some of the loss of retail uses was as a result of residential conversions, but this relates to 2 retail units. It is therefore considered that the loss of retail has not had any significant adverse impact on the centres which continue to present a strong commercial function. This demonstrates that Policy MG12 (Retail Hierarchy) is working effectively as new retail, office and leisure developments are generally being directed towards town and district centres in accordance with the sequential approach promoted by national planning policy.
- 7.6.2. Since the monitoring of the adopted LDP began in 2018, only one major office use development has been approved outside of the identified town and district centres. This approval relates to an open consent (2019/01260/HYB refers) on an allocated strategic employment site (Policy MG9 (3) Aerospace Business Park, St Athan). Therefore, major employment uses in this location were considered appropriate. It is noted that there have been some approvals for minor retail development in edge of centre and out of centre locations. However, these have been in accordance with the criteria set out in Policy MG13 – Edge and Out of Town Retailing Areas. Consequently, it is considered Policy MG12 and MG13 are working effectively. Notwithstanding this, the retail hierarchy will need to be reviewed together with the retail boundaries and primary shopping areas where applicable as part of the Replacement LDP process.
- 7.6.3. In relation to policies MG14 and MG15, the monitoring of these policies has continually raised concerns with the amount of non-A1 uses in primary and secondary shopping frontages, the level of vacancies, and the reduction in footfall. Table 15 shows the percentage of non-A1 uses in the town and district centres:

Table 15: Percentage of non-A1 Uses in Town and District Centres

	2019		2020		2021	
	Non A1 in Primary Frontage (%)	Non A1 in Secondary Frontage (%)	Non A1 in Primary Frontage (%)	Non A1 in Secondary Frontage (%)	Non A1 in Primary Frontage (%)	Non A1 in Secondary Frontage (%)

Town Centre						
Holton Road	39.0	63.9	38.0	62.3	38.0	62.3
District Centres						
Cowbridge	29.2	66.7	28.8	57.6	31.3	57.1
High St/Broad St	46.2	56.8	48.7	52.3	50.0	55.6
Llantwit Major	39.1	54.3	39.1	54.3	34.8	54.3
Penarth	37.8	43.0	38.9	44.3	37.8	42.7

7.6.4. It is noted that the 35% non-A1 use allowance within primary frontages has been exceeded in Holton Road, High Street / Broad Street and Penarth. The 50% allowance for non-A1 uses in secondary frontages has also been exceeded in Holton Road, Cowbridge, High Street / Broad Street and Llantwit Major. Although the majority of centres are above the non-A1 allowance in the defined frontages it is considered this is more reflective of the national retail sector which has seen a move away from reliance on class A1 uses to maintain a retail centre. This is reflected in Welsh Government's Building Better Places – The Planning System Delivering Resilient and Brighter Futures: Placemaking and the Covid-19 Recovery (2020). In relation to the retail sector, Placemaking and the Covid-19 Recovery it states "Evidence suggests that traditional retailing uses will not be as prevalent and the demand for new retail space will be very low for the foreseeable future, therefore primary retail areas will need to be urgently reviewed. This must be realistic and not done in the expectation that retail occupiers will return in the numbers we witnessed prior to the pandemic. Unreasonable and inflexible policies should be challenged through the development plan process, as much more creative thinking will be needed to reimagine and re-purpose these areas." (p.18, 2020). Consequently, due to the current national context and the ongoing impacts of Covid-19 on the retail sector it is considered reasonable and appropriate for Development Management decisions to take a flexible approach to change of use proposals where it is considered the proposal would benefit the centre and contribute to the vitality, viability and attractiveness of the centre.

7.6.5. Therefore, both Policies MG14 and MG15 need further clarity to ensure both applicants and development management officers are interpreting the policies correctly in light of national policy guidance. As previously mentioned, the Council is currently in the process of preparing a new retailing SPG to address the issues identified in the AMRs. However, the Replacement LDP will need to take account of the changing pressures on the retail sector and the different expectations of shoppers to ensure the identified centres remain attractive and viable. It is considered the Retailing SPG will be sufficient to manage the changes in the retail sector during the interim period between LDP Review and adoption of the Replacement LDP.

7.6.6. As part of the Replacement LDP the Council intends to provide an up-to-date evidence base on these matters for development management purposes through the commission of a retail needs study which shall help inform the Plan revision in terms of retail strategy, retail policies and LDP allocations. Further work will also be undertaken in response to the current challenges faced by the Vales Town, District and Neighbourhood retail

centres to inform how future LDP policy can respond most effectively.

7.7. TOURISM- POLICIES SP11, MG29 AND MD13

- 7.7.1. The review of the tourism policies SP11 and MD13 indicates that they are working effectively. The Vale of Glamorgan continues to be a popular tourist destination and this sector plays an important role in the local economy particularly in the countryside where it contributes to rural diversification. The Glamorgan Heritage Coast, traditional seaside destinations such as Barry Island and Penarth, country parks and picturesque rural villages are all important visitor attractions. Cardiff Airport also provides further opportunities for wider national and international connectivity for tourism.
- 7.7.2. The Council continues to see a rise in applications for tourism proposals in the countryside and the adopted Tourism and Development Supplementary Planning Guidance provides further clarity in relation to sustainable low impact tourism proposals referenced in policies MD13. The AMRs have highlighted the issues with the allocated sites under policy MG29 which are also covered in section 6 above. In view of this, the allocations will all need to be reviewed as part of the Replacement LDP process.

7.8. TRANSPORT INFRASTRUCTURE- POLICIES SP7 AND MG16

- 7.8.1. The review of policies SP7 and MG16, illustrates that significant progress has been made to date in delivering the transport schemes highlighted in the policies and reflected in the monitoring framework. As set out above, eight major transportation schemes have been delivered by the initial 2020 monitoring target, two more than identified in the monitoring framework. There are therefore no immediate concerns with regard to the effectiveness and implementation of the identified policies.
- 7.8.2. In addition to the strategic schemes other projects remain ongoing and significant progress has also been made with several schemes securing funding for investigative works and WelTAG assessments. Funding remains an issue in advancing projects and many schemes are reliant upon obtaining the required funding from the Welsh Government or other sources to progress.
- 7.8.3. In this regard, section 106 contribution from developments has enabled a range of sustainable transport schemes to be implemented and progressed throughout the Vale of Glamorgan including contributions to the Greenlinks community transport scheme, provision of bus shelters, new pedestrian crossings and footpath enhancements and improvements to the Wales Coastal Path and Public Rights of Way.
- 7.8.4. In response to the Welsh Government's Active Travel (Wales) Act 2013 the Council has prepared a series of existing and integrated Active Travel Route Maps which seek to promote and improve opportunities for Active Travel within the local authority area. The plan review should consider how the shift towards prioritising active travel can be accommodated through the planning system i.e., through development opportunities, planning policy and planning obligations.
- 7.8.5. While there are currently no concerns with the effectiveness and implementation of the transport policies of the LDP, a number of contextual changes have occurred since the plan was adopted which will need to be considered, not least the publication by the Welsh Government of 'Llwybr Newydd: The Wales Transport Strategy 2021'. This was published in March 2021 and sets out the Welsh Government's strategic priorities for transport investment in Wales. The central aim of the strategy is to reduce the impact that transport

has on climate change, setting a target for 45% of all journeys within Wales to be undertaken sustainably by 2040. While LDP objectives already seek to address climate change and sustainability, the implications of the Wales Transport Strategy will need to be fully considered in the plan review as will Future Wales and amendments to PPW which reflect the Welsh Government's commitment to addressing climate change, green infrastructure and delivering the placemaking agenda through the planning system and progress of the South Wales Metro scheme.

7.9. PLANNING OBLIGATIONS AND COMMUNITY FACILITIES- POLICIES MD4, MG6, MG7, MG28

- 7.9.1. Policy MD4 enables community infrastructure and planning obligations to be sought, where appropriate having regard to development viability. The purpose of the policy is to ensure that all new developments in the Vale of Glamorgan are supported by appropriate services and facilities to meet their needs and the needs of the existing community, to create safe, sustainable, liveable, healthy, and mixed communities.
- 7.9.2. A 'Planning Obligations' Supplementary Planning Guidance was adopted by Cabinet on 31st July 2017 (and amended in July 2018), which provides further guidance in respect of Policy MD4, and contains details of the type of infrastructure which may be required for different types of developments. Supporting paragraphs 7.29-7.32 of Policy MD4 accepts that it may not always be possible for developers to satisfy all the planning obligation requirements and therefore there is a distinction between 'essential infrastructure' and 'necessary infrastructure'.
- 7.9.3. The LDP indicated that the Council would be preparing a Community Infrastructure Levy (CIL) for the Vale of Glamorgan. Given the uncertainty regarding the future of the Community Infrastructure Levy Regulations 2010 (as amended) and the devolved powers Welsh Government inherited to modify existing secondary legislation in April 2018, the Vale of Glamorgan Council's Cabinet (on 24th April 2017 Minute C3546) agreed that, until there is a clear direction from the Welsh Government, progress on CIL in the Vale of Glamorgan is to be placed into abeyance. In the meantime, the Council continues to use planning obligations secured through section 106 agreements to secure necessary infrastructure associated with new developments as set out in the Supplementary Planning Guidance.
- 7.9.4. The Council has been successful in securing planning obligations through Section 106 agreements, alongside the required affordable housing percentages set out in Policy MG4, and other policies of the plan (and relevant at the time of approval) and SPGs. In cases where this has not been achieved due to viability, Policy MD4 has enabled the Council to negotiate the level of planning obligations/affordable housing, taking into consideration site viability arising through for example site specific constraints or infrastructure requirements.
- 7.9.5. Since 2011 and the start of the Plan period, a total of £53.5million has been secured through Section 106 Agreements. Since 2011, £41.86m has been received in total, demonstrating the permissions and Section 106 financial contributions secured, translated in real terms. See Table 16 below:

Table 16: Number and Value of contributions secured per annum 2011-2021

Financial Year	Number of agreements signed	Amount secured	Amount received
2011/12	18	£10,263,858.68	£37,136.00
2012/13	12	£511,873	£741,121.00
2013/14	22	£5,431,630.24	£632,818.64
2014/15	18	£3,876,452.81	£3,401,184.98
2015/16	21	£8,029,190	£2,603,788.40
2016/17	23	£9,794,952.16	£6,723,344.97
2017/18	28	£8,109,968.00	£5,210,619
2018/19	26	£3,538,708.00	£9,840,639.92
2019/20	24	£3,713,242.73	£10,471,766.77
2020/21	20	£310,404.80	£2,193,701.13

7.9.6. The planning obligations received through the allocated sites (Policy MG2 refers) include both the financial and “in kind” contributions, as well as affordable housing provision. It is evident from the AMRs that the majority of allocated sites which have come forward during the Plan period, have successfully secured planning obligations and policy compliant levels of affordable housing.

7.9.7. Several schemes have been implemented to support developments over the Plan period using financial contributions received, either in full, or as match-funding. A selection of schemes delivered are listed below:

Education:

- Penarth Learning Community – a contribution towards 21st Century Band A Strategic Scheme (Policy MG6 (1)) – completed.
- Llantwit Learning Community - a contribution towards 21st Century Band A Strategic Scheme (Policy MG6 (2)) – completed.
- Gwenfo Primary School – New nursery and internal remodelling - completed
- St. Brides C/W Primary School – New nursery and internal remodelling – completed.
- St. Joseph’s RC Primary School – new nursery and Educational Intervention Base – completed.
- Wick and Marcross CW Primary School – new nursery and remodelling – completed.
- St. Andrew’s C/W Primary School – new demountable classroom.
- Several 21st Century Band B Projects, including:
 - a new school at Barry Waterfront (Policy MG6 (3))
 - the proposal to reconfigure primary education in the Western Vale (Policy MG 6 (6));
 - the proposal to expand and re-build St David's Church in Wales Primary School;
 - Ysgol Bro Morgannwg;
 - Special Educational Needs.

Sustainable Transport:

- Greenlinks – an “on demand” community bus transportation service - [Greenlinks Community Transport](#)
- Port Road – Barry to Culverhouse Cross - Footway/Cycle Scheme;
- Barry Island Causeway Improvement Scheme;

- Penlan Road, Llandough - Cycle/Footway;
- Lighting scheme at zig-zag path, Penarth;
- Bus shelter schemes (new and/or upgraded provision) in Llandough, Penarth, Barry, Dinas Powys, Llantwit Major, Ystradowen, Fferm Goch, Ogmore by Sea, Wenvoe and Culverhouse Cross.
- Improvements to footways throughout the Main Road in Ogmore by Sea;
- Comprehensive regeneration scheme at Windsor Road/Plassey Street, Penarth.

Public Open Spaces:

- New and/or enhanced play areas at:
 - Dochdwy Play Area, Llandough;
 - Wordsworth Park, Penarth;
 - Trebeferad, Llantwit Major;
 - Badgers Brook, Ystradowen;
 - Plassey Square, Penarth;
 - Paget Road, Penarth (including new Multi Use Games Area);
 - Lougher Place, St. Athan (including new Multi Use Games Area);
 - Ceri Road, Rhoose;
- New skate park at Cogan Leisure Centre, Penarth;
- New Multi Use Games Area at King George V Playing Fields, Llandough
- Comprehensive upgrades to Upper and Lower Gladstone Gardens – including a new Multi Use Games Area, Gym Equipment, Biodiversity enhancements, Landscaping and Play Area.
- Community garden project at Oakfield Primary School and Ysgol Gwaun Y Nant;

Community Facilities:

- Enhancements at Llangan Village Hall – completed.
- Ystradowen Village Hall – financial support towards an extension for a digital hub – completed.
- Creatorspace at Penarth Library – completed.
- Implementation of the Community POD, Penarth. Completed.
- Ogmore by Sea Village Hall and Play Area – near completion. (Policy MG7 (3))

7.9.8. The Strong Communities Grant Fund provides a successful platform for Community Groups, the Voluntary Sector, and Town and Community Councils to apply for grant funding to assist with projects across the Vale of Glamorgan. It also provides another mechanism to spend Section 106 contributions by working in partnership to deliver community facilities and infrastructure in partnership with others. Via this platform, Section 106 has supported multiple groups/schemes, including:

- Dinas Powys Wild About Nature (an educational and biodiversity initiative resulting in landscape enhancements throughout Dinas Powys);
- Barry Uniting "The Bridge Between" Community Centre - a new community centre at Barry Waterfront.
- St Peter's Church, Rhoose - a new community hub in the village under construction.
- Dinas Powys Cricket Club - towards new equipment and facilities for the cricket club;
- Llantwit Tennis Club – contribution towards external lighting and new fencing at tennis courts;
- Cowbridge Scout Club - contribution towards internally upgrading the building so that it becomes multi-use;
- Dinas Powys Scout Club - towards an extension to the current Scout Hall

- Vale adaptive cycling club – a contribution to provide 3 specialist adaptive cycles: Electric Duet Wheelchair Tandem Cycle, Electric Side X Side Tandem Cycle and Tomcat Special Needs Bullet Trike, to meet the needs of their beneficiaries to cycle.

7.9.9. Overall, in view of the evidence it is considered Policy MD4 is working effectively, supported by the adopted Planning Obligations SPG. The LDP Review will provide an opportunity to review development viability, particularly in respect of new policies introduced by Welsh Government, such as Sustainable Urban Drainage (SUDs) and Green Infrastructure.

7.10. BIODIVERSITY AND ENVIRONMENT POLICIES-SP10, MG17, MG18, MG19, MG20, MG21, MG27, MD9

7.10.1. The LDP contains a number of policies (referenced above) which seek to ensure that the natural and built environment and important landscapes and features of the Vale of Glamorgan are protected from inappropriate development.

7.10.2. The biodiversity and environmental policies of the LDP were informed by a range of background papers and evidence which identified the quality, quantity and scope of the designations included within the adopted Plan. The LDP was further informed by a Habitats Regulations Assessment (HRA) which sought to assess the impacts of a land use plan, in combination with the effects of other plans and projects, against the conservation objectives of internationally important European sites of nature conservation importance such as Special Areas of Conservation, Special Protection Areas (designated for their ecological status) and RAMSAR and to ascertain following screening what needs Appropriate Assessment (AA). The LDP review will need to include a review of the technical background papers and evidence base including the HRA to ascertain whether any amendments to the designations are required.

7.10.3. In general, the AMRs have confirmed that the environmental policies of the Plan are functioning effectively and that while some development has taken place within designations such as Special Landscape Areas, Green Wedges and Sites of Importance for Nature Conservation, these are generally small scale and associated with existing development and have not had an adverse impact upon the features, qualities or characteristics for which the designations were made.

7.10.4. Since the plan was adopted, the latest iteration of PPW has placed a far greater emphasis on the role and importance of biodiversity within the planning system. Following on from the Environment (Wales) Act 2016, which introduced an enhanced biodiversity and resilience of ecosystems duty (the Section 6 duty) for public authorities requiring them to seek to maintain and enhance biodiversity in the exercise of all their functions.

7.10.5. The emphasis on placemaking within PPW is also relevant in respect of the Plan review. In this regard, the new requirement set out in PPW for a Green Infrastructure Assessment (GIA) will provide an opportunity for a holistic approach to the planning and provision of a network of green spaces which provide multi-functional benefits across a range of areas including the economy, health and well-being. Updated relevant technical background papers along with other elements of the GIA work will be used to inform plan policies and policy wording and to develop a robust approach to enhancing biodiversity, increasing ecological resilience, and improving well-being outcomes.

7.11. DESIGN – POLICIES MD1, MD2, MD3, MD5, MD6

- 7.11.1. Policy MD1 sets out the framework for assessing proposals on unallocated sites and directs new development to sustainable locations. It also seeks to ensure the efficient use and re-use of land and buildings and effectively manage important resources. The AMRs confirm that the policy is generally working well although it is acknowledged that there is some overlap with other MD policies in particular policy MD2.
- 7.11.2. Policy MD2 relates to the design of new development and will need to be reviewed in the Replacement LDP to reflect the importance of placemaking and climate change. Policy MD3 identifies the type of developments which are required to provide open space where there is an identified need. The AMRs state that the Council has successfully secured new or enhanced open space on a significant number of sites through section 106 contributions. In addition, good progress has been made on the public open space allocations identified in Policy MG28.
- 7.11.3. Policy MD5 relates to development proposals within settlement boundaries, and it is noted that there is some overlap with Policy MD2. Notwithstanding this, the AMRs demonstrate that the policy has been working effectively and that it has been particularly successful in protecting existing community facilities in areas of identified need.
- 7.11.4. Policy MD6 sets out minimum housing densities in different types of settlements in order to ensure that land is used effectively. The AMRs confirm that most applications approved comply with the density requirements in the policy and lower density developments have only been permitted where they meet the specified criteria. Policy MD6 is therefore considered to be working effectively. However, it is acknowledged that the policy will need to be reviewed in light of the minimum 50 dwellings per hectare in urban areas set out in Future Wales: The National Plan 2040.

7.12. MINERALS – POLICIES MG22, MG23, MG24, MG25 AND MG26

- 7.12.1. The Minerals policies were prepared in the context of the Regional Technical Statement (RTS) of the South Wales Regional Aggregates Working Party (SWRAWP) (October 2008). A second Review of the RTS has now been finalised and endorsed by the Vale of Glamorgan Council and Welsh Government. The Replacement LDP will need to consider the implications of the recommendations in the second Review of the RTS along with any changes in current Government guidance. The Vale of Glamorgan is required through the LDP process to meet the apportionment set out in the RTS. For the Vale of Glamorgan this requirement is set at 16.806MT of crushed rock over 25 years. The authority currently has 18.730MT of existing land banks of permitted reserves for crushed rock meaning there is sufficient existing quantitative provision to meet the identified apportionment. In relation to sand and gravel reserves, the Vale of Glamorgan does not have any active sand and gravel workings or permitted reserves to put towards the sand and gravel requirement, therefore the total requirement is for 16.806MT of crushed rock. There is no requirement for sand and gravel in the Vale of Glamorgan. However, if the revised LDP contains new allocations the impact this will have on the mineral reserves in the authority will need to be considered. This will form the basis of an updated Minerals Background Paper.
- 7.12.2. Additionally, the 2nd Review of the RTS allows Local Planning Authorities to depart from the apportionment in exceptional circumstances and where it is justified by new evidence when preparing their LDPs. If new evidence is considered to increase the apportionment

the RTS requires the apportionment to be met through the allocation of specific sites or, failing that, preferred areas. If, as a last resort, it is only possible to identify broad Areas of Search, these should be sufficient to offer the potential of much greater quantities of reserves, in order to reflect the uncertainties involved. However, where a Local Planning Authority deviates from the RTS apportionment they would need to demonstrate that the departure from the RTS would not undermine the overall strategy of the RTS. This can be demonstrated by working with other Local Planning Authorities within the identified sub-regions to ensure the sub-regional and regional RTS totals are still achieved. This would need to be reflected in the Statement of Sub Regional Collaboration (SSRC).

- 7.12.3. Consequently, a SSRC must be prepared by all LPAs within a sub region as part of the evidence base of a revised LDP. In addition to the SSRC the Vale of Glamorgan LDP review will also need to safeguard primary aggregate resources. This will mean that relevant resources of both crushed rock aggregates and land-based sand and gravel should be safeguarded within the LDP, in accordance with detailed advice based on the use of British Geological Survey mapping.
- 7.12.4. Policy MG22 – Development in Mineral Safeguarding Areas seeks to ensure potential minerals which could be accessed for future extraction are not sterilized due to windfall development. Since monitoring began in 2018, 447 applications have been approved in mineral safeguarding areas. However, all the approvals have been in accordance with the criteria in Policy MG22 and the Minerals Safeguarding SPG. The applications approved in the safeguarding areas largely related to small scale developments associated with existing isolated residential properties or farms which are permissible under planning policy. Policy MG22 is therefore considered to be working appropriately, however, a review of the BGS Mineral Safeguarding Maps will need to be undertaken as part of the revised LDP to establish if these areas have remained the same or require updating.
- 7.12.5. Regarding Policy MG23 – Quarry Buffer Zones, 15 applications have been approved in these areas since monitoring began in 2018. However, all these applications were approved in accordance with Policy MG23 and related to proposals to vary conditions of existing developments, householder proposals which related to existing residential development or the proposed development was not considered to be sensitive development within the definitions contained in MTAN1 – Aggregates. Consequently, the policy is considered to be working effectively. It is noted that the quarry buffer zones may need updating to reflect changes to works at active quarries within the Vale of Glamorgan or to accommodate new quarrying works required as part of the Replacement LDP.
- 7.12.6. In relation to Policy MG24 – Dormant Mineral Sites, no sites have re-started mineral workings. The Council is currently undertaking the process of serving prohibition orders on the dormant sites listed in Policy MG24. However, this is subject to a lengthy legal process, therefore, depending on the progress of the prohibition order process a policy on dormant sites may need to be included within the Replacement LDP.
- 7.12.7. Policy MG25 – Mineral Working (including Oil and Gas Extraction) does not form part of the monitoring framework. Consequently, the relevant stakeholders will need to be consulted as part of the Replacement LDP to determine the effectiveness of the policy as well as updating any relevant changes within national policy and guidance.

7.13. RENEWABLE ENERGY- POLICIES MG30 AND MD19

- 7.13.1. The renewable energy policies within the Plan were based upon the evidence produced as part of the Renewable Energy Assessment Background Paper (2016). This document

updated the position from an earlier Renewable Energy Assessment undertaken for the Vale of Glamorgan in 2013 following the publication of the Welsh Government Planning for Renewable and Low Carbon Energy – toolkit for planners (2015).

7.13.2. The Renewable Energy Assessment considered renewable energy potential within the Vale of Glamorgan in the context of local geography and land availability. The assessment utilises statistics, datasets and other geographic information signposted within the Welsh Government's Renewable Energy Toolkit. The assessment is prepared in the context of UK wide targets to 2020 set out in the UK Government's Renewable Energy Strategy (2009) and compares the assessed potential against this UK wide strategy. However, since the adoption of the LDP, the Welsh Government have released their own targets for renewable energy generation and a transition to a low carbon economy. Therefore, the Replacement LDP would need to include an updated Renewable Energy Assessment or produce a Local Area Energy Plan (LAEP) which accounts for changes within the national renewable strategy and targets. This would be in accordance with PPW which states "Using LAEP or other development plan evidence, local authorities should identify challenging, but achievable targets for renewable energy in local/ regional plans and strategies or development plans." (PPW, para.5.9.5, 2021).

7.13.3. In terms of the effectiveness of the existing policies within the LDP to meet the original targets set out in the Renewable Energy Assessment Background Paper, no solar development has come forward on the identified solar search areas. However, 28 applications have been approved over the current plan period which are highlighted in Table 17 below:

Table 17: Capacity of Renewable Energy Developments Approved over Plan Period

Application no.	Approval Date	Energy Type	Installed Capacity
2014/00081/FUL	01/08/2014	Solar	7
2014/00798/FUL	21/11/2014	Solar	6
2014/01036/FUL	21/05/2015	Solar	0.15
2014/01089/FUL	19/12/2014	Solar	10
2014/01490/FUL	15/05/2015	Solar	5
2015/00026/FUL	05/06/2015	Solar	2.2
2015/00218/FUL	31/07/2015	Solar	5
2015/00573/FUL	02/10/2015	Solar	5
2015/00600/FUL	17/08/2015	Solar	0.15
2015/00632/FUL	04/09/2015	Solar	5
2015/00782/FUL	20/11/2015	Solar	2
2015/00852/FUL	14/01/2016	Solar	3
2016/00779/FUL	30/09/2016	Solar	3
2016/01446/FUL	01/02/2017	Solar	1
2019/01314/FUL	26/03/2020	Solar	1.4
2020/00575/FUL	11/09/2020	Solar	0.1
2020/01275/FUL	10/03/2021	Solar	5.5
Capacity Factor Equation	$55.9 \text{ MWe} \times 0.1 \times 365 \times 24 = 53,874 \text{ MWh}$		
2013/00633/FUL	22/11/2013	Wind	1
2014/00257/FUL	09/06/2014	Wind	1
2014/00812/FUL	16/01/2015	Wind	0.5
2016/01202/FUL	05/12/2016	Wind	0.8
Capacity Factor Equation	$3.3 \text{ MWe} \times 0.27 \times 365 \times 24 = 7,805.16 \text{ MWh}$		

2016/00725/RG3	21/10/2016	Biomass Boiler	0.15
2017/01203/FUL	08/06/2018	Anaerobic Digestion	7.59
2020/01434/FUL	25/01/2021	Biomass Boiler	0.15
2020/00482/FUL	15/09/2020	Biomass Boiler	0.44
2020/00252/FUL	06/07/2020	Biomass Boiler	1
2020/00106/FUL	18/08/2020	Biomass Boiler	0.24
2020/00090/FUL	13/07/2020	Biomass Boiler	0.17
Capacity Factor Equation	9.74 MWt x 0.2 x 365 x 24 = 17,064.48 MWh		

7.13.4. In relation to the monitoring target for renewable energy capacity within the Vale of Glamorgan, the above table shows that the approved developments for renewable energy for electricity generation during the Plan period equal 61.68 GWh, which equals 11.53% of the overall projected electricity demand through renewable sources. This is above the monitoring target outlined in the LDP of 10.6% (based on the projected electricity demand of 535 GWh by 2026) of the overall projected electricity demand through renewable sources by 2020. It also demonstrates a steady growth in electricity generation from renewable sources within the Vale of Glamorgan since the last AMR period.

7.13.5. Regarding the monitoring target for heat energy, the Council has approved 17.06GWh of heat energy from renewable sources during the plan period which equates to 1.12% of the projected heat demand by 2026 (1,524 GWh). The LDP monitoring target seeks to achieve 0.74% of heat demand from renewable sources by 2020 which equates to 11.28 GWh. The Council has met the 2020 target for heat production from renewable sources. It should be noted that the application 2017/01203/FUL which relates to an anaerobic digestion facility on Cog Moors Wastewater Treatment Works was omitted in error from the first and second AMRs but has been included in the most recent AMR and has significantly increased generation of heat energy in the Vale of Glamorgan.

7.13.6. Consequently, it is considered Policy MD19 – Low Carbon and Renewable Energy Generation, has been effective in delivering windfall renewable developments within the Vale of Glamorgan. However, as noted it is considered a review of the background evidence to the renewable energy policies is required to ensure they reflect national objectives, this includes a greater focus on delivering heat networks which is identified under Policy 16 – Heat Networks of the Future Wales: National Development Plan 2040.

7.14. WASTE – POLICIES SP8 AND MD20

7.14.1. The LDP waste policy was prepared in the context of the Waste Strategy for Wales, Towards Zero Waste (2010) and the Collections, Infrastructure and Markets Sector (CIMS) Plan (2012). The CIMS Plan sets out the capacity needs for waste management facilities across Wales. For the South East Wales region, it identified a need for additional waste management facilities capable of handling between 421,000 and 871,000 tonnes by 2024-2025.

7.14.2. In relation to municipal waste capacity during the plan period, a number of south east local authorities (Caerphilly, Cardiff, Monmouthshire, Newport and the Vale of Glamorgan) formed the Prosiect Gwyrdd partnership. In April 2016, the partner authorities agreed a contract with Viridor to develop an Energy from Waste (EfW) facility. This has been developed with the capacity to handle to 350,000 tonnes of residual waste per annum. Of this, an average of 170,000 tonnes per annum will come from the partner authorities.

- 7.14.3. In relation to food waste, the Vale of Glamorgan alongside Cardiff entered into a 15-year contract with Kelder Organic Energy, which included the commissioning of an Anaerobic Digestion facility at Cardiff East Wastewater Treatment Works (35,000tpa) and an open window composting facility located at Lamby Way, Cardiff (38,000tpa) which commenced service in March 2017.
- 7.14.4. In addition to the above shared waste management facilities, since 2011, the Council has approved a number of local waste management developments, including a Council owned a resource recovery facility at Atlantic Trading Estate which is identified within Policy SP9 as one of the preferred locations for such facilities in the Vale of Glamorgan, alongside the operational port of Barry Docks and Llandough Trading Estate. The delivery of this facility alongside other approved facilities indicates that Policy SP8 alongside Policy MD20 in the adopted LDP have been working effectively.
- 7.14.5. PPW (paragraph 5.13.8) requires that development plans should demonstrate how national waste policy (in particular the CIMS Plan), along with any updated position adopted in the waste planning monitoring reports and any other form of waste management priorities relevant to its local area have been taken into account. PPW also maintains the policy position for LDPs to identify suitable locations for the provision of waste infrastructure to support a transition towards circularity of materials alongside criteria for assessing proposals for new facilities.
- 7.14.6. The review of the Plan will need to ensure it takes account of changes in national planning policy and the evolving evidence base, including any changes to national recycling targets and the need to provide for any additional waste management recycling facilities over the extended plan period up to 2036.
- 7.14.7. Policy MD 20 provides the criteria for assessing new waste management facilities in accordance with SP1, and the monitoring results show that the LDP policy framework is functioning effectively.

7.15. SUPPLEMENTARY PLANNING GUIDANCE

- 7.15.1. Since adoption of the plan a number of supplementary planning guidance (SPG) documents have been approved by the Council to support key LDP policy areas. These are:
- Affordable Housing
 - Biodiversity and Development
 - Cardiff Airport and Gateway Development Zone
 - Conversion and Renovation of Rural Buildings
 - Minerals Safeguarding
 - Parking Standards
 - Planning Obligations
 - Public Art in New Development
 - Residential and Householder Development
 - Renewable Energy
 - Tourism and Leisure Development
 - Travel Plans
 - Trees, Woodlands, Hedgerows and Development

- The Council have also prepared the following SPGs and it is anticipated that they will be subject to public consultation in Autumn 2021:
- Biodiversity and Development (updated to reflect Section 6 Duty)
- Design in the Landscape
- Healthy Placemaking
- Retailing and Town Centres
- Employment Sites and Premises
- Development in Conservation Areas

7.15.2. A review of the existing SPGs will be undertaken as part of the LDP Revision process where time allows. The need for additional SPG will also be a matter for the Replacement LDP process.

7.16. PROPOSALS MAP AND CONSTRAINTS MAP

7.16.1. The form and content of the LDP Proposals Map will require changes as part of the LDP Review to reflect any changes to the Plan.

7.16.2. The LDP Constraints Map contains designations that are potential constraints to development created by legislation or other mechanisms outside of the LDP process such as Flood Risk Areas and SSSIs, etc. The published Constraints Map represents a point in time and includes several designations in particular flood risk areas that have been updated since adoption of the LDP and it is therefore out of date. In addition to a printed map, the Constraints Map, alongside the Proposals Map, will be produced in an electronic format with public access that will allow for it be updated, as necessary.

8. FUTURE EVIDENCE BASE REQUIREMENTS

- 8.1.1. The contextual and evidence base changes that have occurred since the Plan's adoption in 2017, including updates to Welsh Government population and household projections, indicate that the Replacement LDP will need to be revised to reflect such changes.
- 8.1.2. There will be a need to update various elements of the evidence base that informed the current Local Development Plan to fully understand the land use requirements of the Vale of Glamorgan up to 2036. These shall include issues such as population and household forecasts, employment and retail needs assessments, local housing market assessment, Green Infrastructure Assessment, Gypsy and Traveller Accommodation Assessment, affordable housing viability, strategic flood risk assessment and community infrastructure.

8.2. SUSTAINABILITY APPRAISAL INCLUDING STRATEGIC ENVIRONMENTAL ASSESSMENT

- 8.2.1. A Sustainability Assessment (SA) incorporating Strategic Environmental Assessment (SEA) is a statutory requirement of LDP preparation. It is integral to the development of the LDP to ensure that the policies in the Plan promote sustainable development through integration of the key economic, environmental, social, and cultural objectives in the development of the LDP policies and proposals and that they take account of any significant effects on the environment. The SA/SEA has been an iterative process throughout preparation of the adopted LDP and the policies and proposals reflect this.
- 8.2.2. Monitoring of the Sustainability Appraisal Objectives is undertaken on an annual basis and reported through the LDP Annual Monitoring Report. This enables the Council to assess the extent to which the LDP is contributing to the achievement of sustainable development and to identify any concerns.
- 8.2.3. A thorough review of the SA/SEA will be required to consider the broader contextual changes in terms of national policy and guidance as set out above and changes and updates to the baseline information will be prepared as a part of the LDP review process. The SA Scoping Report will be reviewed accordingly, including the SA methodology and monitoring framework. Consideration will also need to be given to integrating the Well-being of Future Generations Act 2015 requirements, Equalities Act, Welsh Language and Health Impact Assessment into a single Integrated Sustainability Appraisal (ISA). The ISA process will run concurrently with the plan making process and forms an iterative part of LDP preparation.

8.3. HABITAT REGULATIONS ASSESSMENT

- 8.3.1. The adopted LDP was informed by Habitats Regulations Assessment (HRA), the purpose of which is to assess the impacts of a land use plan, in combination with the effects of other plans and projects, against the conservation objectives of internationally important European sites of nature conservation importance such as Special Areas of Conservation, Special Protection Areas (designated for their ecological status) and RAMSAR and to ascertain following screening what needs Appropriate Assessment (AA). The HRA will need to be reviewed as part of the Replacement LDP process.

9. OPTIONS FOR REVIEW

- 9.1.1. A key outcome of the final Review Report is to make a recommendation on the type of revision process to be followed, based on the evidence contained in the report. This can either be a short form or full revision.
- 9.1.2. This Draft Review Report forms a discussion document to seek the views of stakeholders on the best way to proceed. A conclusion on the form of review is set out in section 10.

9.2. JOINT LDPS AND JOINT WORKING

- 9.2.1. In line with the Development Plans Manual, consideration must be given to the scope for preparing a Joint LDP with another LPA. It is noted that out of the 10 local authorities in South East Wales, there are no examples of a joint LDP being undertaken. All local authorities in the South East Wales region have progressed with their LDP reviews and they are at very different stages in the process. As such, it is considered that the preparation of a joint plan with neighbouring authorities is not appropriate due to the lack of synergy on key aspects of plan preparation. Each authority has unique factors to consider within their own plan that would not benefit from a joint approach.
- 9.2.2. Nonetheless, there are clear opportunities for joint working within the region. Where opportunities have arisen, the Vale of Glamorgan through the South East Wales Strategic Planning Group (SEWSPG) has taken the opportunity to commission work on regional studies such as gypsy and traveller transit sites and strategic flood risk assessment. The Council shall continue to work jointly where opportunities arise to ensure consistency where appropriate and to ensure that cross-boundary matters are adequately addressed.
- 9.2.3. It is therefore considered that the most appropriate way forward for the Vale of Glamorgan is to prepare its own Replacement LDP and wherever possible produce and share a joint evidence base with other local authorities in the region particularly in relation to cross boundary issues.

10. CONCLUSIONS AND NEXT STEPS

10.1. CONCLUSIONS

10.1.1. Overall, it is considered that the LDP strategy remains relevant. It has been effective in promoting development opportunities in the key settlement of Barry and in other urban settlements in the South East Zone. The ongoing regeneration of Barry Waterfront has been particularly successful in providing a mix of uses including housing, employment, retail and leisure as well as new infrastructure. The Cardiff Airport and Bro Tathan Enterprise Zone has attracted significant new inward investment to the Vale of Glamorgan and will continue to be a key consideration in the Replacement LDP. Additional growth in the sustainable settlements has also helped to spread the benefits of new development more evenly across the authority and support existing local services and facilities. Having reviewed the policies based on the previous AMRs and internal consultation with the development management team, the majority are considered to be working effectively. The Replacement LDP will therefore need to consider the findings of the three AMRs, contextual and policy changes, an updated evidence base and the future needs of the Vale up to 2036 including housing and employment provision.

10.2. RECOMMENDATION

10.2.1. In terms of the procedural route for the Replacement LDP, it should be noted that the adopted Plan is now subject to the statutory 4-year full review, and as such, all aspects of the plan will need to be assessed to consider if they remain sound and fit for purpose. It is considered, irrespective of the deadline for review set by legislation, that based on this report, the most appropriate form of review is the Full Revision Procedure and it is recommended that a Replacement LDP is prepared for the period 2021-2036.

11. APPENDICES

11.1. APPENDIX 1: PROGRESS MADE ON LDP HOUSING ALLOCATIONS

Site Allocation Name	Total Dwellings Proposed under Policy MG2	Number of Dwellings approved at April 1st 2021 *subject to S106	Status
Phase 2, Barry Waterfront	1700	1,527	Under Construction- anticipate final phase completion 2024
Land at Higher End, St. Athan	220	108	Phase 1 Complete 100 dwellings Phase 2- part approved for 8 dwellings not started. Developer/landowner has engaged in pre-application discussions with the Council for remainder of allocation.
Land at Church Farm, St. Athan	250	0	Not Started- no current planning permission
Former Stadium Site / Land adjacent to Burley Place, St. Athan	65	0	Not Started- no current planning permission. Site is currently being marketed on behalf of the owner.
Land to the east of Eglwys Brewis	255	253	Application 2019/01408/RES - Anticipated to start on site in 2021
Land adjacent to Froglands Farm, Llantwit Major	90	100*	Application 2020/00352/OUT approved for up to 100 dwellings- anticipate on site start 2022/23
Land between new Northern Access Road and Eglwys Brewis Road	375	140*	Application 2020/00351/OUT approved - anticipate on site start 2022/23
Barry Island Pleasure Park	25	0	Not Started- no current planning permission.
White Farm	177	177	Complete

Land to the east of Pencoedtre Lane	67	67	Complete
Land to the west of Pencoedtre Lane (amended)	137	0	Not Started- no planning permission. The site is owned by the Council and is within the Councils Housing Development Forward Plan
Ysgol Maes Dyfan	81	81	Complete
Barry Magistrates Court	52	52	Complete
Court Road Depot, Barry	50	0	Not Started- no planning permission The site is owned by the Council and will be developed for educational use. It should be noted that an element of the site is currently being used for 11 temporary housing accommodation units to combat homelessness.
Holm View	50	11	The site is included in the Council's Housing Development Scheme. Phase 1 complete- anticipate phase 2 completion 2024
Hayes Wood, The Bendricks	55	0	The site is owned by the Council and is included in the Council's Housing Development Scheme and a planning application is currently being considered (ref 2021/00378/REG3).
Cowbridge Comprehensive Lower School	21	21	Complete
Cowbridge Comprehensive 6th Form Block, Aberthin Road	20	0	A planning application is currently under consideration (ref 2018/01408/FUL)
Land adjoining St. Athan Road, Cowbridge	130	0	Not started- no current permission. Developer/landowner has engaged in preapplication discussions with the Council.

Land to the north and west of Darren Close, Cowbridge	475	475	Under Construction- anticipate completion in 2025/26
Plasnewydd Farm, Llantwit Major	149	149	Complete
Land adjacent to Llantwit Major Bypass	70	89	Phase 1 Complete - Phase 2 under construction anticipated completion 2021
Former Eagleswell Primary School	72	0	Not Started- no current permission. The site is owned by the Council and is within the Council's Housing Development Forward Plan
Land at Upper Cosmeston Farm, Lavernock (amended)	576	0	A planning application is currently under consideration (ref 2020/01170/OUT)
Land adjoining St. Josephs School, Sully Road	74	74	Complete
Headlands School, St. Augustine's Road	65	0	Not Started- no current planning permission.
Land adjacent to Oak Court, Penarth	145	0	Not started-no planning permission The site is included within the Council's Housing Development Forward Plan
Land at and adjoining St. Cyres School, Murch Road	300	215	Under Construction- anticipate completion 2021
Land off Caerleon Road, Dinas Powys	70	70	Complete
Land at adjoining Ardwyn, Pen-y-Turnpike	18	18	Complete
Land at Cross Common Road	50	50	Complete

Land south of Llandough Hill / Penarth Road	130	0	A planning application is currently under consideration (ref 2020/01590/HYB)
Land north of Leckwith Road	8	40	Under Construction- anticipate completion 2022
Llandough Landings	120	0	Not Started- no current permission
Land north of the Railway Line, Rhoose	700	347	Phase 1 West Under construction. Phase 2 East- no current planning permission.
Land south of the Railway Line, Rhoose	87	87	Complete
Land West of Swanbridge Road, Sully	500	325	Under construction
Land to the west of Port Road, Wenvoe	132	132	Complete
Land adjoining Court Close, Aberthin	20	20	Complete
Land to the east of Bonvilston	120	120	Under Construction.
Land to rear of St David's Church in Wales Primary School, Colwinston	64	64	Complete
ITV Wales, Culverhouse Cross	224	224	Complete
The Garden Emporium, Fferm Goch	40	40	Complete
Ogmore Residential Centre	70	70	Complete

Ogmore Caravan Park	100	100	Complete
Land to the East of St Nicholas	117	117	Complete
Land off St. Brides Road, Wick	124	124	Complete
Land off Sandy Lane, Ystradowen	85	40	Phase 1 - complete 40 dwellings. Phase 2- no current permission. Developer/landowner has engaged in preapplication discussions with the Council.

11.2. APPENDIX 2: PROGRESS MADE ON LDP AFFORDABLE HOUSING SITE DELIVERY

LDP Allocation	% Affordable Housing Secured
Housing Submarket Area: Rural	
Land to the north and west of Darren Close, Cowbridge	40%
Land adjoining to Court Close, Aberthin	40%
Land to rear of St David's Church in Wales Primary School, Colwinston	35% - 25% onsite and offsite in leu contribution of 10%.
Land off Sandy Lane, Ystradowen	35%-reflecting policy requirement at time of planning approval
Ogmore Residential Centre	30%- reflecting policy requirement at time of planning approval
Ogmore Caravan Park	30%- reflecting policy requirement at time of planning approval
Land off St. Brides Road, Wick	35%- reflecting policy requirement at time of planning approval
The Garden Emporium, Fferm Goch	35% - reflecting policy requirement at time of planning approval
Housing Submarket Area: East Vale	
Land to the east of Bonvilston	20% - Reduction in affordable housing contribution due to infrastructure costs.
Land to the East of St Nicholas (100 dwellings)	40%- 35% affordable dwellings onsite and off-site in leu contribution of 5%.
Land to the East of St Nicholas (21 dwellings)	40%
Land to the west of Port Road, Wenvoe (131 dwellings)	35% - 25% onsite and offsite in leu contribution of 10%.
Land to the west of Port Road, Wenvoe (12 dwellings)	40% combination on and off-site contributions
ITV Wales, Culverhouse Cross	35% - 24% onsite and offsite in leu contribution of 11%.
HOUSING MARKET AREA: PENARTH, INCLUDING SULLY, DINAS POWYS AND LLANDOUGH.	
Land at Upper Cosmeston Farm, Penarth	Applicant proposes 50%
Land adjoining St. Joseph's School, Sully Lane	35% - viability evidence supported reduction in affordable housing provision in line with policy.
Land at and adjoining St. Cyres School, Murch Road	40%
Land off Caerleon Road, Dinas Powys	40%
Land at Ardwyn, Pen-y-Turnpike	40%
Land at Cross Common Road	40%
Land north of Leckwith Road	40%
Land west of Swanbridge Road, Sully	40%
Windfall- Former Quarry Llandough (application 2013/00632/FUL)	35%- reflecting policy requirement at time of planning approval
Windfall- Highlands Penarth (application 2016/01142/FUL)	27%- Viability evidence supported reduction in affordable housing provision in line with policy.
HOUSING MARKET: RURAL SOUTH AND COAST	
Land at Higher End, St. Athan (part 100	30% reflecting policy requirement at time of

dwelling(s)	planning approval
Land at Higher End, St. Athan (part- 5 dwelling(s))	35%
Land to the east of Eglwys Brewis, St. Athan	17%- viability evidence supported reduction in affordable housing provision in line with policy.
Site A: Land between Northern Access Road and Eglwys Brewis Road, Llantwit Major	35%
Site B: Land between Northern Access Road and Eglwys Brewis Road, Llantwit Major	35%
Plasnewydd Farm	35% - reflecting policy requirement at time of planning approval
Land adjacent to Llantwit Major Bypass (Phase1)	29.23% - On site constraints and viability evidence supported reduced provision in line with policy.
Land adjacent to Llantwit Major Bypass (Phase2)	19%- On site constraints and viability evidence supported reduced provision in line with policy.
Land north of the Railway Line, Rhoose (Phase 1 East)	35% - reflecting policy requirement at time of planning approval
Land south of the Railway Line, Rhoose	35% - reflecting policy requirement at time of planning approval
HOUSING SUBMARKET- BARRY EAST	
White Farm	20% affordable housing as defined in the Council's Unitary Development Plan at the time.
Land to the east of Pencoedre	30%
Ysgol Maes Dyfan	30%
Barry Magistrates Court	100% affordable housing scheme
HOUSING SUBMARKET- BARRY WEST	
Phase 2, Barry Waterfront	15% viability evidence supported reduced provision in line with policy.

11.3. APPENDIX 3: PROGRESS MADE ON LDP EMPLOYMENT ALLOCATIONS

Strategic Employment Sites- Planning Applications Approved			
Location	Details	Approved / Developed Area (ha)	
MG9 (1) Land to the South of Junction 34 M4 Hensol	2014/00228/EAO Outline planning permission with all matters reserved except for access, for development comprising class B1, B2 and B8 uses; a hotel/residential training centre (class C1/C2); and ancillary uses within class A1, A2, A3; associated engineering and ground modelling works and infrastructure, car parking, drainage and access for all uses; provision of infrastructure (including energy centre(s)); landscaping and all ancillary enabling works.	34.78 ha	
MG9 (2) Land adjacent to Cardiff Airport and Port Road, Rhoose (part of St Athan - Cardiff Airport Enterprise Zone)	2019/00871/OUT Outline Planning Permission - Outline application comprising demolition of existing buildings and erection of 44.79ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, biodiversity provision and ancillary works. All matters reserved aside from access.	44.79ha	
MG9 (3) Aerospace Business Park, St Athan Rhoose	2016/00617/LAW Lawful Development Certificate - Proposed use by Aston Martin Lagonda Limited for a primary use for the manufacture and assembly of motor cars (Class B2), with ancillary uses for storage/distribution. office, reception and exhibition area, staff canteen and parking.	46.997 ha	
	2016/00890/FUL Planning Permission - Phase 1 building operations, comprising the conversion and alteration of the northern part of the existing support building to provide upgraded reception areas, offices, meeting rooms, kitchen, staff cafeteria and exhibition area together with changes to provide upgraded reception areas, offices, meeting rooms, kitchen, staff cafeteria and exhibition area together with changes to external circulation and parking, and landscaping.		
	2017/00756/FUL Planning Permission - Phase 2 Building Alterations, comprising of proposed loading bays and infilling existing covered area.		
	2019/01260/HYB Planning Permission - Hybrid planning comprising: full planning permission for the demolition of existing structures and for the construction of a new service road, building slab/apron and associated drainage; and outline planning permission for erection of up to 40,000 sqm GIA air-side operational employment facilities (Class B1 and/or Class B2 and/or Class B8), vehicle parking, servicing and all associated building and engineering works with all other matters reserved		
	2016/01367/FUL Planning Permission - Proposed storage buildings within a fenced compound		0.54 ha
	2015/01133/FUL Planning Permission - Erection of a single storey helicopter training facility		0.026 ha
	2013/00699/FUL Planning Permission - Erection of an aircraft hangar providing a new helicopter search and rescue facility		1.35 ha
	2019/01314/FUL Planning Permission - Proposed 1.465MW Ground Mounted Solar PV Development		0.96ha
	2020/00106/FUL Planning Permission - New industrial building for biomass boiler and wood storage	0.256ha	
Local Employment Sites- Planning Applications Approved			
Location	Details	Approved / Developed Area (ha)	
MG9 (4) Atlantic Trading Estate	2014/00932/FUL - Plot 3B, Atlantic Trading Estate, Barry - Construction of portal framed light industrial and business starter units, creating a small development of units suitable for growing and start up business.	2.13ha	

	2015/00668/FUL - Plot 3B, Atlantic Gate, Atlantic Trading Estate, Hayes Road, Barry - Development of warehouse and associated office building. 2017/00316/FUL Plot 3B, Atlantic Gate, Atlantic Trading Estate, Hayes Road, Barry - Construction of single storey, light commercial unit, split into 4 separate units 2020/01367/RG3 - Plot C, Atlantic Trading Estate, Barry - Proposed resource recovery facility and associated works.	
MG9 (5) Land at Ffordd y Mileniwm	N/A	N/A
MG9 (6) Hayes Lane, Sully	2018/01317/FUL - Spider Camp, Hayes Lane, Sully - Construction of six portal framed buildings and associated roads, division of buildings to form 43 light industrial units	1.4 ha
MG9 (7) Hayes Road, Sully	N/A	N/A
MG9 (8) Hayes Wood, Barry	N/A	N/A
MG9 (9) Llandow Trading Estate	N/A	N/A
MG9 (10) Vale Business Park	N/A	N/A
MG9 (11) Land to the South of Junction 34 M4 Hensol	2019/01421/RES - Renishaw Plc, Miskin Business Park, Miskin - Application for the approval of reserved matters (appearance, scale, layout, access and landscaping) for the first phase of development relating to Zones A, W, Y and Z providing 33,909 sqm of employment floorspace (Use Class B1, B2 and B8) and associated works pursuant to outline permission 2014/00228/EAO	7.8ha

11.4. APPENDIX 4: PROGRESS MADE ON LDP TRANSPORT INFRASTRUCTURE DELIVERY

TRANSPORT ALLOCATIONS

11.4.1. The LDP included a number of transport allocations which were considered to provide necessary improvements to the transport network in the Authority area which support the strategic objectives of the Plan. Many of the allocated developments were identified in the SEWTA Regional Transport Plan and when the LDP was adopted the transport allocations were at different stages. The table below outlines the current status of the transport allocations:

Allocated Transport Developments

Site Name / Location	Development Type	Policy Ref	Application Ref	Status
National Cycle Route 88 and associated local and urban connections	Walking & cycling	MG16 (1)	s.106 contributions and Local Highway Authority Schemes	Ongoing - Funding applications to WG were successful for detailed design on section between Biglis Roundabout and Gladstone Road, Barry and Llanmaes Road, Llantwit Major.
A4050 Port Road to Cardiff Airport	Walking & Cycling	MG16 (2)	N/A	Partially completed in 2016 up to Weycock Cross. Walking and cycling infrastructure between Weycock Cross roundabout and Cardiff airport to be delivered by 2026 via Section 106 and WG grant (subject to approval).
A48 Culverhouse Cross to Bridgend	Walking & Cycling	MG16 (3)	s.106 contributions and Local Highway Authority Schemes	No started
Eglwys Brewis Rd in conjunction with the proposed Northern Access Rd, St Athan Enterprise Zone	Walking & Cycling	MG16 (4)	2017/00564/FUL	Complete
Barry Waterfront to Dinas Powys	Walking & Cycling	MG16 (5)	s.106 contributions and Local Highway Authority Schemes	Ongoing - Various enhancement schemes completed however significant work remains to improve Cardiff Rd section connecting Barry to Dinas Powys
Modernisation of the Valley Lines	Rail	MG16 (6)	Welsh Government	Ongoing – South East Wales Metro
A4050 Culverhouse to Cardiff Airport	Bus	MG16 (7)	s.106 contributions	Complete
A48 Culverhouse Cross to Bridgend via Cowbridge	Bus	MG16 (8)	s.106 contributions and Local Highway Authority Schemes	Not started
Merrie Harrier Cardiff Rd, Barry to Cardiff via Barry Road	Bus	MG16 (9)	s.106 contributions and Local Highway Authority Schemes	Not started

Leckwith Rd, Llandough to Cardiff	Bus	MG16 (10)	s.106 contributions and Local Highway Authority Schemes	Not started
Lavernock Rd to Cardiff via the Barrage	Bus	MG16 (11)	Local Highway Authority	Not started
Bus park and ride at Cosmeston Penarth	Bus	MG16 (12)	Local Highway Authority	Not started
Barry Island Link Road	Highways	MG16 (13)	2010/00696/FUL	Complete
Northern Access Road (St Athan Enterprise Zone)	Highways	MG16 (14)	2017/00564/FUL	Complete
Gileston – Old Mill B4265	Highways	MG16 (15)	Highway scheme	Complete
Improvements to the A4226 between Waycock Cross, Barry and Sycamore Cross, A48 (Five Mile Lane)	Highways	MG16 (16)	2016/00305/RG3	Complete
Cross Common Rd junction improvements	Highways	MG16 (17)	2015/00928/RG3	Complete
North of A48, Bonvilston Rd improvements	Highways	MG16 (18)	2015/00960/FUL	Complete
Link Rd between A48 and Llantwit Major Rd, Cowbridge	Highways	MG16 (19)	2017/00841/RES 2018/00240/RES	Complete Link road complete (residential development ongoing)
Barry Dock Station Interchange	Interchanges	MG16 (20)	N/A	Not started

11.5. APPENDIX 5: LDP POLICY REVIEW APPRAISAL TABLE

11.5.1. The following table summarises the policy review assessment undertaken with the Development Management team to ensure that as well as reflecting on the implementation of the policies as written any limitations or omissions are captured by those implementing the LDP policies. For each policy it should be assumed that amendments may be required to reflect contextual changes, evidence, updated legislation, and national policies and accommodate future changes to spatial strategy.

Strategic Policies	Commentary
SP1 Delivering the Strategy	Policy is functioning effectively. Review required to consider criteria against any future revisions to the spatial strategy of the Replacement LDP.
SP2 Strategic Sites	Policy is functioning effectively. Review required to consider progress to date on existing strategic sites and any future revisions to the LDP spatial and growth strategy.
SP3 Residential Requirement	Policy is functioning effectively. Review of the policy shall be required to take account of the latest population and household projections for the revised plan period.
SP4 Affordable Housing Provision	Policy is functioning effectively. Revision to the policy will be required to reflect the findings of the updated evidence on viability site specific viability appraisals and the Council's Local Housing Market Assessment on affordable housing and Older Persons Housing Strategy.
SP5 Employment Requirements	Policy is functioning effectively. Revision of the policy will be required to identify the employment land requirements for the new plan period, to reflect updated employment needs evidence.
SP6 Retail	Revision of the policy will be required to identify the need for additional retail floor space over the new plan period, reflecting updated retail evidence on current and retail provision future retail requirements. Policy also needs to reflect the role of town centres as set out in national policy.
SP7 Transportation	Policy is functioning effectively. Revision required to take account of completed transport schemes, proposed transport schemes in the Metro and to meet the objectives of the National Transport Strategy. Amendments need to consider active travel and reflect transport priorities consistent with the national sustainable transport hierarchy which prioritises walking, cycling and public transport ahead of private motor vehicles.
SP8 Sustainable Waste Management	AMR evidence indicates that the policy is presently functioning effectively. However, a policy review will be necessary to determine if the locations identified within the policy as being most suited to waste management facilities will continue to serve the needs of the Vale of Glamorgan and deliver the

	national targets for waste over the new plan period.
SP9 Minerals	AMR evidence indicates that the policy is presently functioning effectively. However, policy may require revision to reflect the latest South Wales Regional Technical Statement on Aggregates.
SP10 Built and Natural Environment	AMR evidence indicates that the policy is functioning effectively. Review in light of national policy.
SP11 Tourism and Leisure	AMR evidence indicates that the policy is functioning effectively.
Managing Growth Policies	Commentary Policy
MG1 Housing Supply in the Vale of Glamorgan	Policy is functioning effectively. Revisions to the policy will be required to reflect revised level of housing growth over new plan period in relation to latest household and population data and the spatial strategy.
MG2 Housing Allocations	Policy is functioning effectively. Revisions to the policy will be required to reflect the revised level of housing growth and spatial strategy over new plan, deliverability of extant housing allocations and new allocations to meet the revised housing requirement.
MG3 Strategic Site at Barry Waterfront	Policy is functioning effectively. Review of the policy will be required in light of the progress made in delivering Barry Waterfront alongside the Council's regeneration aspirations.
MG4 Affordable Housing	Policy is functioning effectively. Revisions to the policy will be required to consider affordable housing targets and areas to reflect review of viability evidence, housing market areas and site-specific viability appraisals.
MG5 Gypsy and Traveller Site	Policy is functioning effectively. Review of the policy will be necessary to reflect the findings of the Council's Gypsy and Traveller Accommodation Assessment when published in 2022. The policy will be required to address both the current identified need and future need over the revised plan period. The policy will also need to reflect the findings of a regional gypsy and traveller transit sites study that is to be commissioned regionally.
MG6 Provision of Educational Facilities	Policy is functioning effectively. Review of the policy will be required to reflect the delivery of educational facilities to date alongside the educational needs for the Vale of Glamorgan over the revised plan period. Policy will also need to reflect town centre first principle as set out in Future Wales.
MG7 Provision of Community Facilities	Review of the policy will be required to reflect the delivery of community facilities to date alongside additional community facilities required over the revised plan period to accommodate future growth strategy. Policy will also need to protect existing facilities and reflect town centre first principle as set out in Future Wales.
MG8 Provision of Health Facilities	Review of the policy will be necessary to ensure that the LDP supports the future health care requirements

	of the Cardiff and Vale University Health Board. This may for example include the allocation of sites for health care facilities within the plan. Policy will also need to protect existing facilities and reflect town centre first principle as set out in Future Wales.
MG9 Employment Allocations	Policy is functioning effectively. Review of the policy will be required to reflect updates to the evidence base of future employment needs over the revised plan period.
MG10 St Athan - Cardiff Airport Enterprise Zone	Review of the policy will be required to reflect progress to date of the Enterprise Zone and the Welsh Governments future aspirations for the Cardiff Airport – Bro Tathan Enterprise Zone.
MG11 Land to the South of Junction 34 M4 Hensol	Review of the policy will be required to reflect progress to date and the updated employment needs evidence.
MG12 Retail Hierarchy	The AMR evidence indicates that a review of the Plan's retailing policy will be required. Amend to reflect national policy in relation to town centres. Review existing retailing areas.
MG13 Edge and Out of Town Retailing Areas	Review of the policy required in view of AMR evidence and to reflect national policy. Review existing edge and out of town retailing areas.
MG14 Non-A1 Retail Uses within Town and District Retail Centres	The AMR evidence indicates that a review of the Plans retailing policy will be required. A more flexible approach is likely to be needed in line with national policy.
MG15 Non-A1 Retail Uses within Local and Neighbourhood Retail Centres	The AMR evidence indicates that a review of the plan's retailing policy will be required. A more flexible approach is likely to be needed in line with national policy.
MG16 Transport Proposals	Policy is functioning effectively. Revision required to take account of completed transport schemes to date, proposed Metro transport schemes, National Transport Strategy and to reflect the principle of the sustainable transport hierarchy as set out in national policy.
MG17 Special Landscape Areas	AMR evidence indicates that the policy is functioning effectively
MG18 Green Wedges	AMR evidence indicates that the policy is functioning effectively.
MG19 Sites and Species of European Importance	AMR evidence indicates that the policy is functioning effectively.
MG20 Nationally Protected Sites and Species	AMR evidence indicates that the policy is functioning effectively.
MG21 Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and Species	AMR evidence indicates that the policy is functioning effectively.
MG22 Development in Minerals Safeguarding Areas	AMR evidence indicates that the policy is functioning effectively.
MG23 Quarry Buffer Zones	AMR evidence indicates that the policy is functioning effectively - review of minerals buffer zones will be

	required to reflect the latest South Wales Regional Technical Statement on Aggregates
MG24 Dormant Mineral Sites	AMR evidence indicates that the policy is functioning effectively - revision may be necessary to update list of dormant mineral sites considering progress on prohibition orders/ the latest South Wales Regional Technical Statement on Aggregates
MG25 Mineral Working (Including Oil and Gas Extraction)	AMR evidence indicates that the policy is functioning effectively.
MG26 Specific Sites for Mineral Working	AMR evidence indicates that the policy is functioning effectively - policy may require revision to reflect the latest South Wales Regional Technical Statement on Aggregates.
MG27 Glamorgan Heritage Coast	AMR evidence indicates that the policy is functioning effectively.
MG28 Public Open Space Allocations	Revision of the policy is required to reflect progress to date and reflect future open space requirements to support the strategy over the plan period and the Council's Green Infrastructure Strategy when adopted.
MG29 Tourism and Leisure Facilities	Review of policy will be required to consider the Council's priorities for tourism and leisure over the revised plan period.
MG30 Local Search Areas for Solar Energy	AMR evidence indicates that the policy is functioning effectively.
Managing Development Policies	Commentary Policy
MD1 Location of New Development	Review of the policy shall be required to reflect the spatial strategy and any changes to the settlement hierarchy for the revised plan period.
MD2 Design of New Development	Revision of the policy will be necessary to ensure policy supports National Place Making principles, promotes health and wellbeing, active travel, and green infrastructure objectives.
MD3 Provision for Open Space	AMR evidence indicates that the policy is functioning effectively.
MD4 Community Infrastructure and Planning Obligations	AMR evidence indicates that the policy is functioning effectively. Remove references to CIL.
MD5 Development Within Settlement Boundaries	AMR evidence indicates that the policy is functioning effectively.
MD6 Housing Densities	AMR evidence indicates that the policy is functioning effectively. Review of policy required to reference to placemaking principles and the minimum of 50 dwellings per hectare target in urban areas set out in Future Wales.
MD7 Environmental Protection	AMR evidence indicates that the policy is functioning effectively.
MD8 Historic Environment	AMR evidence indicates that the policy is functioning effectively.
MD9 Promoting Biodiversity	Review of the policy is required to reflect the Council's statutory requirement to conserve and enhance biodiversity as specified under section 6 of the Environment Act 2016. Policy to be amended so that development proposals provide a net benefit for biodiversity.

MD10 Affordable Housing Developments Outside Settlement Boundaries	AMR evidence indicates that the policy is functioning effectively. Review of the policy needs to reconsider the 10 dwelling limit and the use of alternative methods such as not unacceptably affecting the character of the settlement.
MD11 Conversion and Renovation of Rural Buildings	AMR evidence indicates that the policy is functioning effectively. Minor amendments may be required to clarify any issues e.g. extensions to barn conversions and the need for a business case in respect of holiday let conversions.
MD12 Dwellings in the Countryside	AMR evidence indicates that the policy is functioning effectively. Minor amendments may be required to provide for clarification on issues such as proportionality, range and choice of homes in the countryside, outbuildings, granny annexes.
MD13 Tourism and Leisure	AMR evidence indicates that the policy is functioning effectively.
MD14 New Employment Proposals	AMR evidence indicates that the policy is functioning effectively. Minor amendments may be required to include sui generis uses and reflect national policy in relation to town centres.
MD15 Protection of Allocated Employment Sites	AMR evidence indicates that the policy is functioning effectively- Revise as necessary to reflect findings of employment land review and national policy.
MD16 Protection of Existing Employment Sites and Premises	Review of the policy will be required to clarify that it refers to all existing employment sites and premises.
MD17 Rural Enterprise	AMR evidence indicates that the policy is functioning effectively. Minor amendments may be required to reflect national planning policy on rural enterprises / farm diversification.
MD18 Gypsy and Traveller Accommodation	AMR evidence indicates that the policy is functioning effectively. Minor amendments may be required to reflect legislation, contextual changes and updated planning policy.
MD19 Low Carbon and Renewable Energy Generation	AMR evidence indicates that the policy is functioning effectively. Ensure policy reflects national renewable energy policy and supports carbon reduction targets to mitigate climate change.
MD20 Assessment of Waste Management Proposals	AMR evidence indicates that the policy is functioning effectively. Minor amendments may be required to reflect legislation, contextual changes and updated planning policy.



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