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Sent: 07 March 2026 13:32
To: LDP <LDP@valeofglamorgan.gov.uk>; LDP <LDP@valeofglamorgan.gov.uk>
Subject: The inclusion of site 370 in the R.D.L.P and the ratings given.

The Bryn Melin site is situated in the Thaw Valley on 10 acres of agricultural land currently grazed by sheep.

It is bordered on the northern edge by an established 1970's housing development. As it stands the land should be considered as 'green wedge land. '

The Vale 'enforces strict policies against building on green wedge land to prevent urban sprawl.'

The land lies next to Brookfield Park Estate. The merging of this with a new development would be 'urban sprawl. '

The Vale 'maintains green wedges to prevent the coalesce of settlements to protect the countryside.'

Regretfully the coalesce is underway. In 2022 Redrow built a wide, sweeping entrance to the site before obtaining planning permission. This was repaired and adopted by the Vale Council in 2023. It was constructed almost touching the perimeter fence of a garden in Lake Hill Drive in Brookfield Park . The entrance to the field was covered in hardcore and beautiful trees were felled and other groundwork was undertaken.(photos to be provided) The contractors in 2022 had already begun to destroy the 'green lung' you say you wish to preserve. The 'sprawl ' already exists.

Erecting a huge 'motorway style' entrance with barriers and signage has already had an negative visual impact on the area.

The ratings should be RED for site 370

THE NATURAL ENVIRONMENT

The V.O.G RLDP policy places a strong emphasis on protecting and enhancing the natural environment as part of its response to climate and nature emergencies.

The Bryn Melin site 370 is in the ancient and beautiful Thaw Valley and is a designated Special Landscape Area which should be protected.

It is of important recreational value with a footpath linking Windmill Lane to the St Athan Road which leads the way to other Valeway footpaths in every direction

VOG 3.44

The description of the Vale as a 'distinctive gentle landscape dissected by rivers ,reinforced by thick hedges and woodlands,' almost describes site 370.

VOG 3.48

It will be important to safeguard these areas in responding to climate and nature emergencies.

Safeguarding one of the most distinctive areas in Cowbridge is not to build houses on it.

A more positive approach partly funded by the Vale is 'RESTORE THE THAW LANDSCAPE Project. This initiative has helped one of the UK's fastest declining mammals to survive. The vole has been introduced back into the river and is thriving, benefiting the rivers eco system. with otters , herons and plant diversity.

This supports VOG's strategy to focus on and maintain biodiversity with particular attention to protected landscape and species.

This is a symbol of hope for nature recovery, yet the Vale are considering a development so close to the river on a flood plain. This is a conflict of interest and is at odds with your funding to restore the Thaw landscape.

The rating on this significant and unique site should be RED.

TRANSPORT

V.O.G. strategic policy 7SPT

'seeks to shift travel habits from private cars to sustainable modes like walking, cycling and public transport, developing safe routes in communities.'

This aim cannot be fulfilled on site 370.

There is one vehicular access to the site which is built on a dangerous right hand bend on a steep and narrow highway. Turning into or out of the site is hazardous for site traffic or vehicles travelling on the highway. Large vehicles lorries, tractors ,tankers delivery vans often get stuck on the bend and incline, close to the site 370 entrance. Vehicles accelerate to get up the hill.

The narrow width of the highway means there are no pavements . Pedestrians take their life in their hands attempting to walk on the road,.

The proposed access for pedestrians ,cyclists parents with prams/push chairs and the elderly and disabled is fraught with difficulty. The Llanquian Close path way is narrow and does not meet council minimum width requirements. The Windmill Lane private road access is at the top of a 12% slope. Here again there are no pavements and parked or moving cars will be a problem. The end of the Lane ends on the brow of a hill with an intersecting junction. The pavements here are narrow or non existent.

There is no space for bus stops to link passengers from site 370 to the A48 bus service for either Bridgend or Cardiff, which run twice an hour if you are lucky.

Site 370 will not be SAFE for travel by car or on foot. It would result in car dependency and car exhaust and noise pollution .

VOG Policy requires all new projects to provide a safe environment that prioritise an environment that is safe for people of all ages, whether on foot or in a vehicle

The 3 ratings for site 370 access and vehicular movement and public transport should be bright RED.

When researching the VOG's aims and policies and the ratings given to the characteristics of site 370, I cannot see the correlation between the evidence and reality of the difficulties of developing site 370 and the scores. Sustainability which seems to be the key to VOG's policies seems to have been ignored.

It is my fervent hope that the huge amount of time, energy and money that has already been invested in developing the Bryn Melin site by Redrow and the Vale Council since 2018 is not blinding the issues that site 370 presents. This is of great concern.

The sense of place already exists on this land. It is significant and unique. It should be admired and respected. The Thaw Valley landscape under concrete cannot be acceptable. It should be kept GREEN.

Dawn Jones

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