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Sent: 08 March 2026 15:16
To: LDP <LDP@valeofglamorgan.gov.uk>
Subject: Objection of the Bryn Melin Site in the Refreshed Local Development Plan

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I have serious concerns about how the Cowbridge sites have been assessed within the RLDP, particularly **Site 370 (Bryn Melin)** when compared with other sites such as **Site 367 (Land south of Llantwit Major Road)** and **Site 455 (Primrose Hill)**. The scoring outcomes do not reflect the real environmental and access constraints on the ground. In my view, the assessments do not align with either local evidence or national placemaking principles.

Landscape Setting and Significance

Bryn Melin lies within the **Thaw Valley**, a designated **Special Landscape Area**, yet this fundamental constraint appears to have been consistently underweighted. Bryn Melin was scored more favourably than other Cowbridge sites, which is difficult to justify.

Allocating housing within a protected valley landscape directly conflicts with the stated objective of safeguarding valued countryside. Have the planners visited this beautiful site to see the impact. Driving down the hill into Cowbridge you are presented with this glorious view.

Relationship to Existing Development

The scoring for compatibility with surrounding built form is particularly concerning. Bryn Melin received a green rating, even though the Thaw Valley has no established residential density. By contrast, sites 367 and 455, which sit closer to existing development, were scored amber and red. This assessment does not reflect the reality of how development at Bryn Melin would appear as an isolated and intrusive expansion into open landscape.

Local Amenity

The site would alter the character of the valley and diminish the value of a well-used public footpath. Importantly, planning permission for this land has previously been refused, and that refusal was upheld on appeal, specifically because of harm to local amenity and the erosion of the footpath's value to residents.

Access, Movement and Safety

Access to Bryn Melin is materially worse than for the other sites. St Athan Road is narrow and already constrained, and additional HGV and residential traffic would increase risk and delay. There have been several accidents over the years on the corner of the proposed site including an overturned car which was not speeding but nevertheless ended up in the field where the houses would be. The widening of the entrance has not reduced that risk. A motorbike also ended up in the hedge on that corner.

Windmill Lane, a private lane with restricted width and access, would experience increased pedestrian movement, affecting residents' privacy and security. These impacts are not adequately reflected in the current scoring.

Sustainable Travel and Accessibility

The site's green rating for public transport and active travel makes no sense. Bryn Melin has no pavements on approach roads, sub-standard pedestrian links through Brookfield Park, and limited bus services.

The steep gradient of the site (approximately 12%) further limits accessibility for many users. In contrast, sites 367 and 455 have safer, more direct access to buses, walking routes, and cycling infrastructure.

Development here would increase car dependency, harm a protected landscape, and undermine the character of Cowbridge rather than enhance it. This directly contradicts Welsh Government guidance on sustainability and placemaking.

Local Plan Alignment and Community View

The emerging **Cowbridge Placemaking Plan** prioritises local identity, sustainable growth, and protection of the town-edge environment. Allocating Bryn Melin runs counter to these locally agreed principles.

It is also important to note that **Cowbridge Town Council unanimously opposed the inclusion of Site 370** and rejected its allocation on 24/02/2026. This local position has not been given sufficient weight.

Future growth should be directed to locations where access, public transport, and environmental enhancement can genuinely be delivered. Before allocating greenfield land at Bryn Melin, clear and transparent evidence should be provided to demonstrate why less damaging alternatives are unsuitable.

Yours sincerely

Ruth Chapman