

Objection to site 370 (Bryn Melyn Cowbridge) inclusion in RLDP Final Draft
Closing date 11.3.26

Comparison sites – Site 367 South of Llantwit Major Rd.
Site 455 Primrose Hill

The proposed site viz Bryn Melyn is in the Thaw River Valley which is a designated Special Landscape Area. The Vale of Glamorgan has a duty to protect such a site.

Bryn Melyn 370 received a green status whilst 367 received amber and 455 received red. Bryn Melyn should have received red as there is no current density of housing in the Thaw Valley. Also Bryn Melyn/Thaw Valley has an **SLA** context.

With regard to the visual impact Bryn Melyn should be red. Why is it not red?

The council has previously refused permission to build because of the fact the development would detract from existing local amenities by changing the character of the road where there would be significant danger to pedestrians, cyclists, motor cyclists and motorised traffic. See photo **A**. We have experienced many road traffic accidents at this dangerous bend on the Saint Athan road. A new vehicle access would not be a safe and sensible decision at this bend. Also the narrow road does not have a pedestrian pavement. See photo **A**. There would be a significant increase in noise and vehicle pollution placed on this inclined narrow and dangerous 'blind' bend.

Presently there is a significant build up of traffic on the Saint Athan Road at busy times leading to the traffic lights at Cowbridge. The traffic light control system operates 3 separate traffic flows. This causes a build up of traffic. If 370 were to be granted there would be an increase of traffic 'rat run' flow through Bookfield Park Road and the Limes. Local residents have already experienced significant hazards and accidents here. See photo **B**.

With further regard to pedestrian and other traffic. Windmill Lane is a very narrow single track road. It is totally unsuitable for access to the proposed development. Disruption to residents would be considerable. It is privately owned.

There is also a narrow pedestrian access from 370 to Clare Drive. A professional traffic analysis has condemned this as totally inadequate for the proposed 370 site. This was endorsed by the inspector.

The other proposed sites viz. 367 and 455 do not have these unsurmountable access issues. I am referring to a 12 degree slope on a narrow road and a dangerous 'blind' bend at which point the site access is proposed.

Accessing the limited public transport bus system would be very problematic as there are only 2 buses each way to Cardiff and Bridgend. Currently the buses are unable to run at reliable times and adhere to the timetable.

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