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Sent: 09 March 2026 10:19

To: LDP <LDP@valeofglamorgan.gov.uk>

Subject: Objection to the inclusion of the Bryn Melin site Cowbridge in the Revised Local Development Plan (RLDP)

To who it may concern

I am writing to express my objection to the inclusion of the Bryn Melin St Athan Road Cowbridge site in the RDLP. I believe this site to be unsuitable for development based on compliance with Welsh Government policy and the assessment of the site does not appear to be consistent with scoring of other sites in Cowbridge.

I have set out below my objections in the using the sustainability criteria and where appropriate have compared the Bryn Melin site number 370, to two other sites in Cowbridge which seem more suitable for development site 377 south of Llantwit Road and site 455 Primrose Hill Cowbridge.

1. Comparison of visual impact on the landscape
2. Significance of the site to the local area
3. Access to the site by vehicles
4. Compatibility and relationship to existing settlements
5. Site density in relation to existing settlements
6. Relationship to public transport
7. User accessibility
8. Green and active travel opportunities
9. Place character
10. Placemaking outcomes summary
11. Relationship to the Cowbridge Placemaking Plan principles

1. Comparison of visual impact on the landscape

The Bryn Melin site is in the Thaw Valley a Special Landscape Area, which it is important to note, the Vale of Glamorgan is currently spending circa £3.5 million pounds on the Restore the Thaw Project and the Bryn Melin development will have a significant impact on one of the more accessible Thaw Valley areas and as such this site should have been scored red not amber against this criteria, as were sites 377 and 455.

2. Significance of the site to the local area

Again why is this site amber the other two sites red. To repeat this is in the Thaw Valley Special Landscape Area and to reiterate should be red. Also the impact on residents of the private road Windmill Lane will be significantly, in relation security, and privacy due to significant increased pedestrian movements as a result of the new homes.

Also it should be taken into account that the Vale have previously refused planning for this site because:

‘ the development would also detract from existing local amenities by changing the character and route of a public footpath which is important to local residents in the area/ And this was endorsed on appeal by the inspector. The value of the length of the footpath crossing the site would be considerably diminished once the site was built upon, whichever direction the path was to take.

What has changed for the panel to take a different view to include in the RLDP?

3 Access to the site by vehicles

All the three sites are marked amber but with the width restrictions for HGVs and a right turn into the site makes there Bryn Melin site a clear red and this would be obvious to anyone who has visited the site. The over engineered access to the site approved a few years ago for farm machinery gives the impression that in some circles the development of this site has already been pre determined.

4. Site density in relation to existing settlements

Bryn Melin the only site of the three that is scored green yet there is no housing in the Thaw Valley. Again I would argue that this score should be red the planners seem to have ignored the fact the site is in a Special Landscape Area.

5. Site density in relation to existing settlements

All three sites are amber why is this? Without context it is hard to draw a conclusion on this criteria.

6. Relationship to public transport

The other two sites amber yet Bryn Melin green how is this arrived at? Again anyone who has visited the three sites would see that this is the worst site for pedestrian and cycle access and is furthest from bus routes. This should be a red site development will undoubtedly result in a significant increase in car usage due to the poor access to public transport. There is no pavement on any of the roads accessing the site the paths into Brookfield Park do not meet the minimum width requirements. The other two sites are adjacent to bus routes and have good access to pedestrian and cycle routes.

7. User accessibility

Why has the Bryn Melin site no rating which I believe should be red as the slope is 12% and the site has poor access from every side. Yet the other two sites are amber and are much more accessible.

8. Green and active travel opportunities

Again Bryn Melin receives green and the other two amber. The poor access from Brookfield Park and private road Windmill Lane can only mean that the Bryn Melin site is marked red. The other two sites are closer to the main bus route to Cardiff but all developments in rural Communities without frequent bus services or rail routes to Cardiff and other main employment centres must be questioned and are contrary to Welsh Government transport and travel policy.

9. Place character

The readings of the three sites appears to be inconsistent and the scores particularly in relation to access and transport are not logical and put into question as to whether the sites have been visited as required in the RLDP process.

10. Placemaking outcomes summary

The Bryn Melin site is scored green. This seems to be an incorrect decision as the inclusion of the site in RDLP of the site in the Thaw Valley is in contradiction to Welsh Governemnt policy to protect Special Landscape Areas. Linked to the site having no public transport and development will result in a material increase in car usage on a dangerous road for work and leisure activities, increasing congestion at the traffic lights at the bottom of Primrose Hill at peak times which will an issue for local residents during and build period with large HGVs delivering to site over number of years on a unsuitable road. The Primrose Hill junction already very busy due to school traffic at peak times.

The report says:

Development of the site (Bryn Melin) has the potential to enhance the character of the area and contribute positively to national sustainability and placemaking principles. A planning statement has been provided in support of the current planning permission which sets out how the proposal would respond its setting and location in relation to placemaking.

This stamen can't possibly be supported as the development can't enhance the character of the area when the landscape and a public footpath will be destroyed and local habitats and stepping stones will be affected and traffic flows on a rural road will increase signifcantly.

The Primrose Hill site 455 is Amber

Development of site is likely to have a neutral / negligible effect on local character and sense of place (subject to the development providing mitigation measures and/or meeting specific policy requirements).

Land South of Llantwit Major Rd 367 is red.

Development of site will likely be detrimental to local character and sense of place

This site is opposite the Claire Garden Village and would, in my view, be far less detrimental to the character of the Arae the the Brtyn Melin site

It should be noted that Cowbridge with Llanblethian Town Council who has played a leading role in developing the town's Placemaking Plan is opposed to the inclusion of the Bryn Melin site in the RLDP but is open to supporting a more suitable site such as 377 other 455.

11. Relationship to the Cowbridge Placemaking Plan Principles

Cowbridge Placemaking Plan places aa high store on local identity, sustainable growth and protecting and enhancing the character of the town, public spaces and edge of town environment. The Bryn Melin site is in direct contradiction to these stated aims and undermines the towns Placemaking Plans

and principles. To reiterate the Town Council is unanimously opposed the development of Bryn Melin site..

In conclusion I oppose this site being included in the RLDP as it is unsuitable for the reasons outlined above and there are more suitable sites in the town. Also, its inclusion is contrary a number of Welsh Governemnt policies, such as bio diversity, green infrastructure and transport policy.

I hope these reprentaions will receive due consideration.

Regards

Malcolm Wilson

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