

I would like to make the strongest objection to this proposal.

The development of housing, caravan park and sports village does not make for a sustainable development. There will be the loss of an established informal recreation area.

Up to 200 3-bed homes would result in a significant increase in car traffic on the B-road that runs through the village and also on the narrow country lane Swanbridge Road and Sully Road.

The upgraded all weather and floodlit football pitch and other training areas is an intensification of sports training facilities. It is designed to maximise income from the sports village and will lead to more car journeys to and from the site.

The addition of a caravan park on this site would also cause an over intensification of tourist uses on this small village which already has a neighbouring static caravan park. It will also have to handle motor traffic.

As a cyclist I use these roads and have found the shared cycle paths referred to in the transport statement to be very poor. The shared path towards Cadoxton runs alongside the Sully Brook which floods in heavy rainfall. The path also requires cyclists heading west to cross over busy traffic flows and then requires cyclists to cross back over to head towards Cadoxton.

The cycle route connecting to Cadoxton is not of sufficient quality or a reliable route year round to be considered as an active transport option, except for the most experienced and assertive cyclists. It crosses several "blind" entrances to industrial sites along the Sully Moors Road.

The shared path heading east towards Penarth and Cardiff is again of poor quality and is soiled by manure from the horses that use it. It requires cyclists to cross over Lavernock Road at Cosmeston to continue along it. From Cosmeston the path crosses several "blind" junctions where cyclists do not have priority over emerging motor vehicles. This path connects to Penarth and from there only a circuitous route into Cardiff is offered. The route into Cardiff does not have street lighting and does not feel safe in darkness.

The shared paths are more of a "leisure" network rather than a commuting route. More cyclists using the path will also create more conflict with pedestrians as it is so narrow.

The transport statement says that 80 percent of commuters from the housing estate would be car drivers.

The bus service through the village is not adequate enough to attract drivers away from their cars.

The sports village will also be fenced off and have a more "corporate" profile.

Currently the sports field is unfenced and a community asset. It is used for informal recreation by many of the children and their families living in Sully.

This field is an important "green wedge" between two developed areas and should be retained.