I would like to object to these proposals because they are contrary to boththe current and proposed LDP. The land is currently zoned as green wedge land and therefore housing should not be permitted on this site. Without the very profitable housing development the rest of the proposals are not financially viable. The recreational provision appears subsidiary to the main motive which is to develop housing on the site, so therefore the application should be refused.

The design and access statement implies that the industrial site to the west of Sully will provide employment opportunities however this site will prove difficult to develop because of the close proximity of the proposed traveller site. In Cardiff the Rover Way traveller’s site has effectively deterred the development of the adjacent industrial land for over twenty years. If this were to go ahead, most employment would be provided in Cardiff further adding to the severe peak time congestion at the Merry Harrier Junction and the Barons Court roundabout.

The landscape assessment whilst acknowledging that the site is part of the green wedge implies that it is in a poor and degraded condition. This is largely down to maintenance, the long unkempt grass visible the site photographs has now been close mown, likewise the quality of the tree screen by the existing caravan park due to poor and ignorant maintenance in the past. Again now that the planning application has been lodged efforts are being made to remove the extensive brambles along this boundary. The poor views of the existing buildings from South road is entirely due to the site managers removing a conifer screen along this boundary about a year ago. A cynic would argue that this was done to help downgrade the site in anticipation of this planning application!

The Vale of Glamorgan’s ‘Designation of Landscape Character Areas’ background paper identified the overall evaluation of this area as ‘high’. Management issues identified concern over poor development adjacent to the coast and poor access management and recommended improved development control. Permitting this development would not accord with that assessment.

The proposal would also cause a significant loss of incidental open space to Sully. The coast path across the field is very well used by local residents. Part of the attraction of this route is the expansive fields on the landward side. The application site is the largest area of open space within Sully. Besides the Jubilee field, the only other major area of open space is currently proposed in the LDP as a traveller site. This will effectively cease to be land available for recreation for residents. In addition the new LDP proposes 600 new homes in Sully with no major area of usable open space for the use of existing residents. So the effect of this development will be to remove yet more open space from the local community. The community has relatively little open space already with the loss of the traveller site and the proposed new development a great deal of pressure will be placed on the remaining open space, losing this, the largest area of incidental space in Sully, will make matters far worse. I hardly need to point out the growing understanding of the importance of open space for the physical and mental health and well-being of local residents.

The proposals for the recreation side of the development will also dramatically change the character of the area. All-weather playing fields are very urban in nature. The floodlighting and high fencing will further detracting from the current ambience of the site, as well as spoiling the rural character of Swanbridge Road. It is also worth noting that the majority of sports users are not from Sully, therefore, an all-weather facilities will attract more people from outside the area, further increasing local traffic.

The proposal will also be detrimental to the all Wales coast path which runs along the coast at this point. Much of the path running through both Cardiff and Barry passes through urban areas. There are few sections passing through relatively attractive landscapes. The effect of this development would be to urbanise another section of the path. The proposals show the path with a wide landscape buffer however please note that the path currently runs 10 m or more from the clifftop along the coast (some 5m to the landward side of the strip owned by the community council) and at least 10 m from the caravan park along the section to Swanbridge Road. I note that the plan shows a generous buffer zone between the housing and the coast path. Who would be responsible for the maintenance of this area? In practice this would probably be reduced during the course of development as it is widely known by developers that local authorities rarely if ever take legal action for a breach of landscape conditions. The plans also indicate that there would be no fence between the proposed caravan park and the footpaths adjacent to the existing caravan park, giving the impression that this boundary would be open. I fear that very quickly, it would be deemed necessary to fence this boundary off, which would be very detrimental to the quality of the footpath at this point. As this footpath is a public right of way, if planning consent was granted, I trust that planning conditions will be applied to ensure that the footpath is not moved from its current location.

The proposal will also reduce roosting areas for waders and seabirds that currently use the site at high tide. There are few suitable roosting sites between Lavernock Point and Barry, presumably National Resources Wales will be consulted over this issue.

Judging by the proliferation of ‘No Housing on Sully Sports Field’ posters that have appeared in Sully and public meetings which have been overwhelmingly opposed to the development, it is clear that this proposal is very unpopular with the local community. Surely the views of the local community should weigh heavily in assessing this application.