There is too large a concentration of proposed housing allocation in the South East of the Vale where there are existing highway capacity problems. The Transport Assessment (TA) submitted in support of the Barry Waterfront development and endorsed by the Vale Of Glamorgan Council identified that predicted traffic growth (without additional development) will exceed the capacity of 15 important highway junctions on the primary highway network in Barry and the South East Zone within the following 8 years. The TA also confirmed that some of the junctions were already at or near capacity and this is clearly evidenced by existing traffic congestion problems. It is important to note that the LDP acknowledges there is no realistic prospect of securing funding for the Dinas Powys Bypass within the plan period. This means the existing traffic congestion problems on the A4055 in Dinas Powys will inevitably intensify. If the highway network and the junctions referred to above are examined in detail it is evident that the scope to engineer additional capacity is extremely limited. This fact appears to be passively accepted in the LDP by the lack of proposals to address existing and predicted future traffic congestion issues. It is therefore quite clear that even with substantial improvements to public transport the effect of allocating over 5400 dwellings in Barry and the South East Zone will cause a dramatic escalation in traffic congestion. The highway network is either at or rapidly approaching capacity and is unable to accommodate the significant additional levels of traffic that would be generated by the LDP proposals for residential allocation in Barry/Sully/Dinas Powys and the rest of the South East Zone. The strategy for allocating residential development in Barry and the South East Zone is not realistic and conflicts with Policy MG6.

The above relates to all the planning application 2016/01526/OUT being put forward and those developments already underway. The amount of traffic that all these houses will generate cannot be sustained within the current highway network and the existing plans currently being undertaken to “improve” such commuter routes as Port Road are woefully inadequate. None of these developments can be looked at in isolation when there are currently so many applications in to develop across the SE Zone of the Vale.

Changing roundabouts to traffic lights does nothing to improve the flow of traffic as was recently evidenced when Culverhouse Cross lights were out of action.

Referring back to specifically planning application 2016/01526/OUT this piece of land may be downgraded and referred to as only 3b arable land but this is home to more wildlife than just the newts mentioned in the report. There are hedgehogs and various other precious wildlife which according to recent reports are becoming less and less common with their habitats becoming fragmented and paved over with housing developments.

I haven’t even gone into the more specific environmental impacts the introduction of this further development will have on the area. However, with the prospect of a further 1000 plus cars egressing onto South Road it will not be a good effect.

The development of 500 plus houses in Sully will have a detrimental effect on the rest of the village to the point that it will change the character and desirability of this village forever.

In the Savills report it mentions that Sully has services and facilities such as an existing primary school – which currently is quite unique as it has a school field (which is suggested can be built on to enlarge the school if needed). You cannot just keep agreeing to pave over any green space that currently exists. You will be changing the very thing that people want to come to live in Sully for. Also you say there is a doctor’s surgery - again this is already oversubscribed. The addition of a further 1000 plus people cannot be supported with one small surgery.

Again, although this may not be a flood risk area as it stands – when you pave over the area of earth that currently absorbs rainfall, it may well be that this will change. Unfortunately, by the time the damage is done it will be too late and it will be the residents of Sully who suffer the consequences.

On the grounds above and those of the disruption and harm this development will cause to the existing residents of Sully I strongly object to the application for a further 190 houses taking it to over 500 in this precious bit of green belt land.