

# LLANGYFELACH COMMUNITY COUNCIL.

## CYNGOR CYMUNED LLANGYFELACH.

### PLANNING MATTERS.

#### **(A). Planning Applications - Weekly Lists.**

The following planning applications have been discussed and observations will be passed at the Council Meeting to be held at 7.00.p.m.on 8 September 2016 at the Llangyfelach Church Hall, Swansea Road, Llangyfelach, Swansea: -

Week No.	Plan.Appl.No.	Location.	Proposed Development.
27/2016.	-	-	-
28/2016.	-	-	-
29/2016.	-	-	-
30/2016.	-	-	-
31/2016.	-	-	-
32/2016.	2016/1522.	Griffiths Waste Management Site, Bryntywod, Llangyfelach, Swansea. SA7. 7LP.	Demolition of existing waste management facility buildings & construction of replacement buildings & associated infrastructure.
33/2016.	-	-	-
34/2016.	-	-	-

#### **(B). Any Other Planning Matters.**

##### **(1). The City & County of Swansea's Local Development Plan: Deposit Plan Consultation.**

At the Council Meeting, held on 12 May 2016 (Minute No. 37/2016.(F).) it was resolved that the Clerk be given plenary powers to pass the Community Council's Comments & Observations on all Planning Matters including the above City & County of Swansea's Local Development Plan: 2010 – 2025: Deposit Plan (July 2016).

The Clerk reported the following Comments & Observations were passed on behalf of the Council:-

**(71/2016).**

The Community Council, **in principle**, has no Objections to the proposed residential developments - shown in the Written Statement of the above LDP viz SD Site G – Land Northwest of the M4, Junction 46, which is wholly within the Langyfelach Ward, nor SD Site D – Land West of Llangyfelach Road, Penderry, part of which is situated in the Ward, nor SD Site E – Land to North of Clasemont Road, Morriston, which is situated just outside the Ward boundaries – **subject to** the provision of satisfactory infrastructure & adequate amenities within these sites, to accommodate a range of retail, business & commercial facilities, such as a new school (both primary & **secondary for Site G** above, due to the size of the residential development on this site of 850 + homes, with the potential to substantially increase this number), shopping facilities, a P.H., bus services to & through these sites, playing fields & sport provisions, village greens & separate cycling & pedestrian provision, etc. etc. Such facilities appear to be covered by SD 2 of the Written Statement of the LDP & under Placemaking Principles & Development Requirements for each site.

However the Community Council is most concerned about the lack of sewerage (foul & surface water) infrastructure to those proposed sites within the Ward & the apparent inadequate highway provisions for both sites SD. D & G within &/or off these sites as detailed below.

#### Surface Water Drainage (applicable to all 3 of the aforementioned sites).

Surface water drainage may be mitigated on large residential developments by porous drives & hard standings, as may be stipulated in any subsequent planning approval granted but due to the size of the above developments, there may be a requirement for soakaways &/or attenuation ponds on these sites. In the case of Site G above, care should be taken to protect the Afon Llan if it is proposed to drain surface water to this stream.

#### Foul Water Drainage.

The development of Sites D & G above will, it is assumed, result in the foul sewage being drained to the Gowerton Sewerage Works. To rely, as a temporary measure, on the proposed separation of the combined foul & surface water drainage into two separate systems appears to be totally inadequate for such large developments. At present, it is well known, that the Gowerton Sewerage Works has very limited spare capacity & the proposals in the LDP that it has the capacity to deal with approximately over 3,000 homes plus any commercial & industrial development in the North & North West of Swansea as proposed in the LDP appears to be naïve, at this stage. Out of the total number of homes proposed in the LDP, for residential development in Swansea, amounting to 8,850 properties, Site G will cater for 850 + homes & Site D (the largest proposed residential site) will cater for 1,160 +. Out of a total of 2,010 premises, approximately 23% of all the proposed homes to be constructed in Swansea, during the Swansea LDP period, will be in the Llangyfelach & Penderry areas.

#### Highways & Traffic Proposals.

Site E – Land North of Clasemont Road, Morriston.

(72/2016).

The Community Council has little to comment on this site, other than:-

- (A). the proposed pedestrian & cycle links through this site to link to Pont Lasau Road, Llangyfelach would need to take into account the narrowness of this road, where it passes beneath the M4 bridge which crosses this road, as it has no public lighting & no pavement at this point & can be dangerous for cyclists & pedestrians, due to the fast traffic to & from Morriston Hospital.
- (B). in the ARUP Report for the City & County of Swansea on the Swansea Strategic Transport & Development Study (December 2015), the initial proposal for traffic signals at the junction of Pont Lasau Road with Clasemont Road, were considered to be unsuitable due to the existing capacity of this road & difficulty to provide a suitable bus route. Instead a new road link to connect to Junction 46 spur roundabout to Pont Lasau Road was proposed & should be incorporated in the LDP.

Site SD. D. - Land West of Llangyfelach Road, Penderry.

The proposed spine road, to the this estate from Swansea Road, Llangyfelach is to be sited near the junction of Heol Pentrefelin Road with Swansea Road. It is suggested that both the spine road exit from the above land & Heol Pentrefelin Road be connected to a new roundabout to be constructed on Swansea Road, rather than traffic lights. However the Council is concern that this estate's spine road which would run to exit, at the other end, on Mynydd Newydd Road; to the East of what is known locally as Bluebell Lane, would result in a substantial increase in traffic from the West, from Junction 46 of the M4 & from Clasemont Road to the North via Heol Pentrefelin Road. In fact, when this spine road is completed & the proposed future link road, northward from this estate to the A48; this would obviate the numerous traffic jams arising at the Caersalem traffic lights. These new roads could however result in these roads becoming "rat runs." through the proposed residential estate to Swansea West. In the aforementioned ARUP Report, it states that the proposed spine road traffic would increase traffic by 500 vehicles per hour (2 way) & when then the link road to the A48 at Felindre is constructed 1,500 vehicles per hour on present day levels would be anticipated. Consequently substantial roadworks are recommended to both of these proposed roads.

Site SD. G. – Land Northwest of the M4 at Junction 46, Llangyfelach.

The Council has no comments to make on the existing access to this proposed residential part of this Strategic Mixed Development site which has an access off a roundabout from this road to Junction 46 of the M4. The road off the M4 is the main road to Velindre village & the existing access to the above site will be off the roundabout on this road & then will be shared with the Swansea Business Park (viz the Felindre Strategic Employment site), including the DVLA Park & Ride site. However the Council has reservations about the alternative existing access from the A48 which was the original access to the playing fields &

the former Felindre Steelworks which was demolished & the site cleared over 25 years ago.

It is proposed in the ARUP Report for the LDP that this road to the former Felindre Steelworks site i.e the existing road & the sub-standard bridge (which has a 7.5 ton weight restriction) should be upgraded & where this road meets the A48 it is recommended that it should be widened to join a new roundabout which would also accommodate the proposed future link road from Site D. The Council welcomes those proposals relating to, the improved access road to the former Steelworks site & the provision of pedestrian & cyclist paths through the residential part of this site.

The Council & the local residents of Bryntywod , are extremely frustrated & concerned about the HGV's that use the existing road. They are exasperated as to the proposals to further increase the volume of HGV traffic that will/ or may use this existing road. At the present time this road is mostly used by the local residents of Bryntywod and HGV's going to & from Gavin Griffiths Recycling & the Afon Tinplate works & the residents consider that the road is at present being used to its peak capacity by HGV's.

Since the ARUP Report was written in December 2015, planning permission has been granted for a Drilling site for Propane Gas (Planning Permission No. 2015/0154) which if sufficient gas is found, may result in an application for "fracking" on this site. Immediately adjacent to the entrance to Gavin Griffiths Recycling site is a newly submitted planning application (to be determined) for a Concrete Batching Plant (Planning Application No.2015/2221).

Gavin Griffiths Recycling site estimate their existing HGV movements per working day is approximately 250 movements & the Afon Tinplate Works estimate their visits by HGV's are about 20 movements per day.

In the planning application Statement for the Concrete Batching Plant, the developers' agents state that **the site will have the ability to operate 24/7** but normally the site would be working from 7.00.a.m. to 5.00.p.m, Monday to Friday & 7.00.a.m. to Noon on a Saturday. In this Statement, the agents for the developer further states that overall, the import of aggregate, cement & export of concrete would result in an average of between 110 & 170 HGV movements per day. Based on the aforementioned normal working day of 10 hours, the ready mixed concrete plant would generate between 11 & 18 HGV movements per hour on average, **i.e. 1 every 3 minutes.**

The Council & the local residents of Bryntywod are against the proposal to grant planning permission for the proposed Batching Plant due the noise, dust, vibration etc. which would result from this proposed development, especially the increase of HGV's per hour that will use this road, should planning permission be granted for the proposed Batching Plant. The Council consider that new planning applications for commercial & industrial development in Bryntywod should at least be put on hold until this alternative road & access from A48 is upgraded & only then should they be considered.

  
**D. Jenkins F.R.I.C.S. I.R.R.V. (Hons).**

**(74/2016).**