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**PRESS RELEASE**

**SWANSEA LOCAL DEVELOPMENT PLAN**

Together with like-minded people in Penllergaer, we still have concerns over the Swansea Local Development Plan (LDP) and we have decided that it is time for us to share these concerns with the wider community.

In the original Swansea LDP, senior managers of the council had included the commitment that, ‘Development that would have an unacceptable impact on the safe and efficient operation of the transport network will not be permitted.’

The planning inspectors, conscious of the high risk of the road network becoming overloaded, concluded that the commitment was too general, lacked definition and it could not be measured.

To strengthen the commitment the inspectors made binding changes to the plan with regard to Key Journey Times, stipulating that the council must ensure that ‘Developments that would result in unacceptable increases in Key Journey times on the roads will not be permitted.’

Typical key journey times would be the time it takes by bus or car to travel between the centre of a community and key destinations such as hospitals, schools, or centers of employment or the motorway, all at peak times of the day.

The Senior managers in the council have also defined an acceptable increase in journey times as a, 6-minute increase over the journey times that prevailed in 2016.These are the criteria against which development proposals must be assessed before they are given permission but senior Managers within the council have allowed large-scale developments in Penllergaer, Kingsbridge and Llangyfelach, to be permitted without first, assessing their impact upon key journey times. This is in direct conflict with the inspector’s binding changes.

Work on these developments has not actually begun and we have asked the managers to re-assess the planning applications against their own criteria and against the inspector’s binding changes, but they have refused to do so.

After two years, the senior managers in the council cannot produce any evidence to convince that they are complying with the inspectors binding changes. They cannot explain how they are going to predict and monitor the impact of 13,000 new houses on the road network, expressed as increases in key journey times.

The inescapable consequence for us, is that unacceptable increases in key journey times on the roads, are going to occur.

Unfortunately, the Planning Inspectorate do not have the power to enforce their binding changes, we have written to the managers explaining our concerns and we have also made a complaint about them. A local resident has also lodged an appeal with the Public Services Ombudsman asking him to begin an investigation into these matters. Other than that, we do not know what else we can do.