JUNE REPORT 2025: Cllr Dai Jenkins Monthly Report

**Save Gowerton from Gridlock** – Pedw have decided to go to a hearing –

Unfortunately (see below) my critique against the appellants SOC, shared with my fellow Ward Councillor Susan Jones, on May 19th didn’t make it to the written pedw consultation, nonetheless I am looking to use the information whenever the hearing date is announced.

**PLANNING APPLICATION REF: 2023/0253/OUT**

**PEDW APPEAL REFERENCE: CAS-03957-S2R6M3**

**Appeal Statement of Cllr Dai Jenkins Gowerton Ward**

**Introduction**

The appeal site lies within the Gowerton ward. I am one of two elected Ward Councillors that represent Gowerton Ward. Cllr Sue Jones is the other Ward Councillor.

Whilst I am not a member of the Council’s Planning Committee that determined that the planning application be refused, I nevertheless objected to the application and spoke against the proposed development at the relevant Planning Committee meetings.

Cllr Sue Jones and I have been asked to defend the Council’s decision to refuse the planning application, in our capacity as the Ward Councillors. I am fourth generation resident of Waunarlwydd Ward and live around 800 Meters from Gowerton Ward boundary, which is the Gors Fawr Brook, which incidentally cuts right through the end of Waunarlwydd Ward and then winds back into 2023/0253/OUT site at the end Fairwood Terrace which is under this appeal.

I believe I am well placed to be aware of the traffic that currently confronts Gowerton, Waunarlwydd and surrounding Ward residents and the delays often caused, and the loss of amenities people take for granted like being on time for work, or not missing hospital appointments. My mother also lives in a cul-de-sac called Alder Way, which is just off Fairwood Terrace, so visiting her several times a week for the last 20 years gives me expert knowledge of Fairwood Terrace Junction, with Mill Street/Victoria Road and indeed the surrounding and adjacent Ward Roads. *\* I declare a personal interest due to my mothers’ address\**

**Appeal Considerations**

The planning application was refused by the Council for the following reason.

*“The proposed development will give rise to increased levels of vehicular movements, which will in turn result in increased levels of traffic congestion within the local highway network, resulting in longer periods of time where queueing traffic is positioned outside local residential properties, to the detriment of the amenity of their occupiers, contrary to Policy PS2 of the Swansea Local Development Plan (2019).”*

Regarding the  Statement of Case (SOC) prepared for this appeal lodged by Persimmon Homes West Wales and Urban Style Homes (“the Appellants”) under section 78 of the Town and Country Planning Act 1990 1.1, 1.2 and 1.3 (“the Appellants”) argue that outline planning refusal is a single reason increased levels of traffic congestion within the local highway network, resulting in longer periods of time where queueing traffic is positioned outside local residential properties, to the detriment of the amenity of their occupiers, contrary to Policy PS2 of the Swansea Local Development Plan (2019).Furthermore the appellant state outline planning refusal is not sustainable, hence this appeal.

I intend to set out in my statement clear proof that the refusal of **2023/0253/OUT** is not only sustainable, but is the correct, accurate and appropriate decision and the refusal should stand. Conversely whilst the refusal is on one area, the substantial increase in traffic and subsequent downward progression to lack of amenities stretch further and are harsher and stricter not just for the residents of Gowerton, but the many residents of surrounding and adjacent Wards that have no choice but to use Mill Street and Victoria Road as a thoroughfare.

Reference 2.7 (“the Appellants”) Statement of Case (SOC) states “A shared multi-use pathway currently meets the site at the end of Fairwood Terrace, which passes northwards, connecting to Gorseinon and Garden Village. The Council has implemented a permission to extend this route through the site to the east of Lliw Valley Close and along the side of the railway to connect users to the north side of the station. However, what (“the Appellants”) (SOC) fails to mention is that the entrance of the site cuts right across the shared walking and cycle track. Cllr Jones and I have worked tirelessly to create a traffic free sustainably environmentally friendly and ‘safe’ route for residents desperately linking two sections of our village, the (“the Appellants”) proposals of not only residential car access but references 2.11 admits the access to the site is a single access point at the western end of the site, whereby  a 50-space park & ride facility is to be situated, it also refers to provision for retail shops. Therefore not only buses will be driving over a shared pathway, that’s immense in itself but the  extra traffic  passing over and across the site entrance and then using the park and ride facility and retail units would have an adverse effect and hinder, hamper, delay and even deter residents use of this pathway, businesses in centre of Gowerton are relying on extra income by residents’ increase in footfall using this pathway not only  residents of Gowerton,but Gorseinon and further afield are keen on using the local business amenities, without the use of motorised vehicles, yet another example of loss of amenities.

Can I draw your attention to 2.13 whereby (“the Appellants”) Statement of Case (SOC) notes “Sole access has always been proposed via Fairwood Terrace to the west with no access to or from the east.” Then 2.2 (“the Appellants”) mentions that the appeal site is 8.71 hectare (ha) in size and is located in a highly sustainable location to the **north-eastern edge of Gowerton**, then in 2.3 covers states it’s in the Local Development Plan (LDP). This larger area of land is known as Site H (land north of Waunarlwydd/Fforestfach). The point is, I was not around as a Councillor when the1st LDP was produced and agreed, but working on LDP1, it’s been pointed out that the mentioned “spine” road and works “North of Waunarlwydd” were enough to allow all the Site H, to be included in the LDP1. I suggest that if the site was originally mentioned as standalone north-eastern edge of Gowerton with clear access via only Fairwood Terrace to egress and ingress then there would have been stern, stark and severe opposition to this site even appearing on LDP1, as the loss of amenities caused by the addition traffic would have been highlighted sooner.

In fact, (“the Appellants”) have edged their bets on putting forward two options for LDP2 enrolment at this site by a) applying again for the 213 houses, and b) applying for a much smaller site of only 80 houses.

Looking at 3.17 The Council’s Highways Officers spoke at the committee meeting, reiterating their professional judgment that there was no basis for objecting to the proposal on any transport-related ground – This is a key statement, because there was no mention of the  Independent Transport Consultant report which gave an opposite professional judgment, that  the scale of development is significantly too large to be accommodated on the local highway network and therefore, contrary to the requirements within the LDP.” and of course this will again be linked to lack of amenities as residents will not be able to leave Fairwood Terrace, due to queuing cars .Worryingly the independent report  emphasised that the junction is unsafe due to insufficient visibility splays. In fact, (“the Appellants”) own Transport Consultants (Vectos) have provided both detailed Transport Assessments and a one day “baseline” survey at Fairwood Terrace. Clearly, they infer a considerable increase in traffic movements along Fairwood Terrace (a 500% increase when compared to baseline. Even more concerning is the admission that there will be delays of up to 20 minutes with queues of up to 60 vehicles (baseline 1.5 minutes and 2 vehicles).

There is no drop in traffic flow, day after day there are queues of traffic stretching miles from Gowerton Ward into surrounding Wards overall vehicle numbers have returned to greater than 80% of pre-pandemic. It’s been implied there is no longer any morning or evening rush hour due to working from home increases, this is not the case, in fact if you try to cross Victoria Road to use the Rugby Clubs amenities, it can take up to ten minutes to cross, traffic is getting worse not better and again this is linked to loss of amenities due to time constrictions, or people just not even being able to get out of their streets at important times.

In reference to 3.20 (“the Appellants”) over stresses the fact the planning committee members haven’t agreed with their version of traffic congestion, a valid refusal reason by any planning committee in the UK, should , in my view, never be described as weak , furthermore I believe telling the planning committee, in their opinion that a valid reason is weak is both unbalanced and iniquitous.

(“the Appellants”) in 4.1 refers to their collaborative and responsive reproach and it being reflected in positive recommendation of officers. However, the positive recommendation were not enough on this occasion to persuade my elected colleagues on the planning committee to reject the outline planning permission, again that is the committees, duty bound and law abiding remit to decided not the planning officers and(“the Appellants”)  being responsive collaborative and positive doesn’t give anyone the right to have outline planning automatically be decided positively in their favour,  so this is , in my view, not a reason to pass the appeal.

4.29 P1 – (“the Appellants”) says that the appeal site was always intended to come forward separately from the wider SDH allocation, I totally disagree in my view its been cherry picked, the whole LDP1 site sounds great, it mentions a new school, spine roads and points to an uninhabited area north of  Waunarlwydd, if this site had tried to get only the LDP calling the area “Fairwood Terrace New Developmmetr Gowerton”   as a standalone area it wouldn’t have stood a chance of gaining LDP1 recognition, and it will not pass the muster test  for LDP2, that’s why (“the Appellants”)  have a second option on  LDP for 80 houses as a back-up plan.

4.29 P 3 The proposed junction upgrades at Victoria Terrace / Fairwood Terrace would see betterment to traffic flows. Everybody in Gowerton and surrounding areas has a 100% opposite view of this statement.

*4.29    These paragraphs referenced from the Statement of Common Ground     previously prepared for the Local Plan examination process show that:*

*1. The appeal site was always intended to come forward separately from the wider SDH allocation.*

*2. The appeal site is intended to provide access for circa 200 homes and an initial 50-space park and ride facility via Fairwood Terrace.*

*3. The proposed junction upgrades at Victoria Terrace / Fairwood Terrace    would see betterment to traffic flows.*

*4. The purpose of the spine road connecting the western and eastern parts of           the SD H land allocation is solely to facilitate active travel and bus      movements, not private vehicles, other than to enable access for private          vehicles from the east to the expanded Park and Ride facility. It is not the           purpose of the spine road to allow cross-site access from Fairwood Terrace    for private vehicles.*

I disagree with (“the Appellants”) Statement of Case (SOC) 4.3 (“the Appellants”)  perception that  *increased levels of vehicular movements, which will in turn result in increased levels of traffic congestion within the local highway network, resulting in longer periods of time where queueing traffic is positioned outside local residential properties, to the detriment of the amenity of their occupiers, contrary to Policy PS2 of the Swansea Local Development Plan (2019).”* Will only unacceptably impact on the amenity of those occupying homes on Fairwood Terrace.”  This is because (see map below) the ‘immediate impact” is on Fairwood Terrace, Alder Way, Clos Gwernen, Neville Close, Clos Trafle and Lliw Valley Close, all of which spin off Fairwood Terrace. Additionally, just outside Fairwood Terrace increased traffic will have a negative influence not just in Mill Street and Elba Street to the left but Victoria Road to the right.

|  |
| --- |
|  |
|  |

To suggest that “The only issue remaining between the *main parties* to this appeal is whether the additional vehicle movements generated by the development would have an unacceptable impact on the amenity of those occupying homes on Fairwood Terrace” is just plain wrong, in my opinion ,  any “issues” that “remain”   should be the concerns of *“All Parties”* and not just main parties as implied by (“the Appellants”)  in 4.3 . and furthermore some people are saying that it’s ironic that only two miles away (if that) in Garden Village (“the Appellants”)  are building 750 Homes, so with many household having two sometime more cars, that at the very least an extra 1000 vehicles that will be on the roads adjacent to Victoria Road and heading right past Fairwood Terrace Junction if they want access to Gower, Dunvant, Penclawdd, Waunarlwlydd, Three Crosses, Fairwood, Bishopston, or popular destinations such as The Mumbles. It’s far, far greater than a single issue it is a major issue affecting many in the area.

4.4 is reference to the fact (“the Appellants”) says planning applications must be determined in accordance with the adopted plan, unless material considerations indicate otherwise. I believe that the independent Transport Assessment, absolutely supports with evidence and that it’s proven that the Transport Assessments show that Fairwood terrace cannot accommodate excess of over 200 units and the subsequent traffic congestion leading again to loss of amenities this will result in.

4.54 Paragraph 3.10 (“the Appellants”) states: “The potential impacts of increased vehicular movements (including the impact on the amenities of residents) would have been considered during the LDP adoption process. Consequently, whilst it is noted that Members have now raised concerns that the increased traffic flows generated by the proposed development will adversely affect the amenity of residents, the levels of traffic flows are significantly lower than those originally anticipated when the LDP site allocation was being assessed and approved.”

There are differing categories to be adopted to an LDP1 and then to attain subsequential outline planning , adoption to the LDP is not a foregone conclusion to full planning consent, many rules regulations laws and processes change and its no secret  this site is up for scrutiny to be adopted in the LDP2 and its doubtful it will pass new rules and regulation that are now adopted.(Tan15 as an example) . To say traffic flows are significantly lower than they just be referring to a village in Gowerton somewhere else in the IUK, it’s certainly not the Gowerton in Wales that’s for sure. (“the Appellants”) has built hundreds of houses, whose premises have cars since LDP1 was adopted, it’s preposterous and outrageous to believe levels of traffic have decreased.

4.56 The appellant says that the assessment makes clear that there is no legitimate basis for concluding that the proposal would have an unacceptable impact on the local highway network or on the amenity of residents. The proposal would generate lower levels of traffic than was anticipated during the LDP adoption process, when the Council concluded that residential development on the scale proposed in the current application would be acceptable in principle. It doesn’t make it clear at all*,( there is no legitimate basis for concluding that the proposal would have an unacceptable impact on the local highway network or on the amenity of local residents)*  that’s totally false- in fact a highly qualified independent transport consultant showed vast increases in traffic, leading to considerable loss of amenity and completely supports  my colleagues on Council planning committee decisions to refuse outline planning permission on this occasion.

 5.11 and 5.12 (“the Appellants”) are confident that the proposed scheme design has been supported by a detailed Site Investigation Report. This report has not identified any geotechnical reason why the site cannot be developed in the manner proposed. Objection: Adverse impact on residential amenity – nuisance and disruption during construction. In relation to noise during the site clearance and construction phases, all works, and ancillary operations undertaken on site shall only be audible beyond the site boundary, or at noise-sensitive residential properties, within the hours of 07:00 – 19:00 Monday – Friday, Saturday 07:00 – 13:00 and not at all on Sundays, or Bank or Public Holidays. Work in relation to construction must be undertaken in compliance with British Standard 5228 (Parts 1 – 4) to minimise noise disturbance and in accordance with the submitted Construction & Environment Management Plan. There are sufficient separation distances between the proposed dwellings and existing well-established dwellings to the west to ensure that there are no residential amenity concerns in terms of overlooking or overbearing development. This would be further scrutinised through any reserved matters application.

Undeniable proof was supplied to the planning officers that Fairwood Terrace exhibits restrictions regarding traffic levels. The junction is UK famous due to the low railway bridge which has been smashed into by over-height vehicles over 30 times in the last 10 years. This month (May) a French touring side bus lost its top air conditioning unit to the bridge.

If outline planning is granted, this will result in many lorries carrying away cleared contaminated ground will have a very detrimental effect on the amenity of residents regardless of the working hours. If one of those lorries was to hit the bridge and cause pollution contamination, then the clean-up costs and subsequent delays in Gowerton and the surrounding area will no doubt make national news. There may be yellow lines outside 1 Fairwood Terrace, but that doesn’t mean nobody parks on them, as Councillors Cllr Jones and myself and in perpetual battle with inconsiderate motorist who persist on illegal parking. If lorries are to turn left into Fairwood Terrace, they will not be able should one of these errant car drives park incorrectly, this will cause again inconsiderable delays leading to lack of amenities to the Gowerton residents and those of surrounding wards especially Dunvant Gorseinon, Waunarlwydd, Penclawdd and Three Crosses.

To end and to respond to the conclusions of (“the Appellants”) summary of the case in 6.1 6.2, 6.3,6.4

Everyone, and I do not use that term lightly in the surrounding area is adamant that as Councillors and community supporters, we have supplied indisputable evidence that the access via Fairwood Terrace is unsuitable to support a development of this magnitude, that evidence is not by ourselves but by a professional and independent Transport Consultant.

As I have previously alluded to this being a wakeup call for those of us scrutinising the new LDP2 plan, no development, in my opinion, should be allowed to what some are suggesting is an act of “cherry-picking” a portion of the site. In fact, it’s been suggested that if outline planning is granted that this part of the LDP1 site will likely remain standalone due to problems delivering connectivity to the rest of SD-H, and so this site delivers hardly any of the benefits envisaged in good faith in LDP1. There seem to be little project managing with a view of collaboration with the other parts of the LDP1 site to futureproof that the delivery of the wider SD-H and it could even prejudice the other parts of the site and result in even less houses being built.

There is a reason that LDP1 has failed to deliver on its housing delivery targets, and (“the Appellants”) appeal one of the classic reasons and examples of the failure. Because when the “actual” detail of the developments reach the stage asking for “outline” planning the reality of the plans that reached the LDP1, lying dormant for a number of years, and realised and “objected to” if the sites had more details and worked with the whole community then planning would be welcomed instead of fearlessly fought at every stage, resulting in failed outline planning applications and appeals of this nature.

Please can I respectfully ask that the appeal fail today, if (“the Appellants”) then comes back at LDP2 stage with a different set of proposals that are safe and acceptable to Gowerton and the wider ward communities I for one would be willing to work with them to provide the houses I know we need- especially affordable ones for our young people.

**LDP2 (Local Development Plan Version 2)** we are at stage 2 and 3, early stages, when we move to stage 4 there will be extra information available to the public.

**Gowerton Park Road Park and ELBA uplifts**– Teenage ride and picnic benches are still awaiting to be placed on site hopefully before the summer holidays, when they would be of the most use, if this doesn’t happen it’s not for the lack of trying and if they fail to be in situ by August I apologise in advance.

**Path from Fairwood to Station Road** – I requested on 17th June for a complaint to be raised and the matter escalated, reason being that National Rail and their third-party operatives keep giving a date six weeks in advance and then renege on that date and we are back to square one! The latest date is end of the summer. I have spoken with Cabinet member Cllr Andrew Stevens to hatch a “plan “B” should September arrive with the path still shut.

**Mobility access**– awaiting a reply from cabinet member.

**Supernumerary Bus Shelter** - Plans progressing to relocate bus shelter that is now outside new chemist to Bryn Y Mor Road near Ballard Estate. This is going to take place, it’s just a question of when so I will continue to monitor and chase.

**PUP**– Pick up Poop campaign launched in Gowerton for residents to report to me any dog poo now picked up so I can report and keep a record, posters placed round the village to support campaign, on-going campaign.

**Parliament** – Permission granted to visit Parliament in July, especially questions times debate- Will be in my next report.

Making Gowerton Look Great & Safe Again

**Penclawdd Rd –**Just before the sign to Mrs Moyes’ Gower horse carriage school on right hand side, footpath has collapsed. Barriers now in place , haven’t had an update so emailed highways manager and Cllr Andrew Stevens (Cabinet member, asking for a date (by 30th July) when the estimated time frame if for the pavement to be made safe.

.

**GRIP (Gowerton Road Improvement Plan)**

Arranged for officers to attend Cae Mansel Road and Elba Street to meet residents between 4.30pm and 6.30pm on a Friday evening. Whilst many suggestions were unfortunately not viable, progress is being made with restricted parking in Elba Street, new signage in Mount Street and the 200-meter stretch of road which was really in appalling condition has now been jet patched and is now nice and even.

Mill Street and Gorwydd Road by surgery are still on course for November 2025, weather permitting.

**Penclawdd Road Risk Assessment** – Walked Rake & Riddle to Cefn Stylle placed Health & Safety risk assessment to highways found barriers from road to field are inadequate, with poor street lighting. Risk of slip and trips from height and into water. Highways have agreed to pass my findings to their preferred risk assessors for extra investigation. Chased and awaiting update and reply.  Until road is complete safe, a temporary bus pass has been granted to the daughter of one of my ward residents.

**Cleansing Team** – Bryn Y mor Road has again benefited this month from the team’s excellent services.

**Bryn Close – Safety issues whilst egressing –**Monitored all month but no obstructions were spotted.

**Lane between Cecil Road and Park Road Railings** –. In hand just a waiting game now.

**Mini Orchard** – Inconsiderate workmanship has damaged trees when cutting grass- reported and person has been given extra training, and plastics guards have been fitted to the trees. Plus, apples are appearing nearly ready to pick.

**New Bin Cycle Track** – Asked for a mini bin (that I will fund) by the bench on a “trialbasis – It’s being discussed and hopefully proposed after a site meeting last Friday

**Glanmorfa tree cutting-** This has finally been achieved or at least very nearly as after years of escalations the team finally decided to come along and help us out.

**Loose bricks** – Made safe 10 loose bricks on corner of Cecil Road- No response to my email of 4th July to resolve, so chased that asking for a resolve by 30th July.

**Bees**–“ Bees Bees Bees, nothing but Bees,” as Michael Cain once said! Hive reported and sorted.

**Community Investment** – There are ongoing meetings to see if some of my ward budget can be used towards a new car park under the pavilion by the golf club, in association with the Athletic Club, to alleviate inconsiderate parking in Fairwood Terrace.(open-ended at present)

**Miscellaneous** – Japanese Knotweed, inconsiderate neighbours, environmental health issues – inappropriate use of bin schedules. New baby group enquires,

**MEETINGS**

1.6.25 – Gowerton Glitterati meeting.

4.6.25 – WLGA performance meeting.

4.6.25 – Waste management meeting.

4.6.25 – Community Council meeting.

13.5.25 – Highways officers meeting Gorwydd and,Cecil Roads.

13.5.25 – Walk and talk OCSO regards speeding cars reported on Gorwydd Road.

14.6.25 – One to one with resident.

17.6.25 – Scrutiny meeting.

20.6.25 Meeting LLys Elba with housing officer.

**Coming Up.**

Summer Childrens Trips – Organised by PC Laura Anthony swp6367 splash coach trips over summer have been arranged. Cllr Jones and I have given money towards the coaches from our Ward budgets to support this worthwhile event. Big thank you to Cllr Wendy Lewis of Waunarwlydd, who recognising that Waunarlwydd Pupils also attend Gowerton Schools and would be on the coaches has also donated from the Waunarwlydd Ward budget, so £1000 between us in total.

**Radar Key** – Liaising with freedom to leisure to hopefully facilitate a toilet facility using disability radar key down the Elba.  Was advised that due to vandalism in past it’s not possible, so I have asked to escalate the request to higher management as it’s a shame that disabled residents with radar keys have to miss out because of any possible hooligan element which must be years ago anyway. On-going and trying hard to get Freedom to Leisure to have a change of heart. (still waiting for an email reply)

**Outside Table Tennis Table** – Working on this to be supplied around same time as skate park down Elba.

**Park Road Park** – Working on enhancements to improve facilities for residents from 3 to 103! Regrettably the schedule slipped and may not be even in situ by August, if that’s the case I apologise in advance.

**Motley Mount** – Still awaiting the Gowerton South Sign, have been advised have to wait due to purchasing delays.

**Smart Bench** – Smart Bench is evolving and may well be a covered small seating meeting area, when that’s installed, I will be looking at securing a wi-fi charging station, I want this in the Elba, will liaise with Freedom to Leisure as area highlighted now for larger Skate Park. I have liaised with officer and am awaiting quotes and artists impression. Met officer at Elba and Park Road Park, latter is on order, as for Elba, it was decided to investigate having a table around the lamp post and three Gabion type benches around said table…Still ongoing but at a very slow pace, apologies for the tardiness in this happening.

**Large Skate Park** – On schedule for summer 2026

**Missing walk/cycle link on B4295.**  Funding for extra investigations been granted, but the start date is many months away unfortunately.

**New Bus Stop shelter** – Confirmation received that this “will” take place it’s just a question of when (on-going)

**Gowerton Glitterati** – Next event is a free Gowerton Trail on 4th July, which is a Treasure Hunt that starts between 6pm and 7pm, at the Con Club then it’s a live soloist in con club. Glitterati are trying to give a free event and support all local business.

**Gowerton Summerfun –**. Combined Churches’ Community Songs of Praise 5th July - Christmas Events Day 13th December

**Parking Issues** – Met officers to discuss issues on Gorwydd Road, Cecil Road and Sterry Road – ongoing awaiting feedback from officers who visited site.

**No summer Surgery Rechabite Hall** no summer surgery please email me [cllr.dai.jenkins@swansea.gov.uk](javascript:void(0);) or text me 07954426080,

.**Councillor Dai Jenkins**