

## **Brynrhos Crescent Access**

**Principal points of objection** . ( Other than those concerns already raised by the public over safety concerns and the like )

Grounds for objection are now further reinforced by the failure of this proposal to comply with **Policy T5 vi** of the Council's adopted Local Development Plan, which states :

*All proposals must ensure that the design of development, together with any supporting transport measures and infrastructure :*

*vi **Does not encourage extraneous traffic** , unless there is a specific strategic need for access route through the area .*

The extraneous traffic is inevitable, not because of any identified strategic need to relieve congestion on J47 of the M4 motorway , but simply the need to access the site .

The planning report argues that the access was identified on the Masterplan drawing appended to the SoCG . ( Statement of Common Ground )

This argument is pathetic .

The reduced A4 drawing from its AO original form is illegible, and was never discussed for the purposes of access to the site . ( Drawing attached )

As for what the SoCG did say :

Para 2.14 ..... *pre-application discussions included matters relating to the **preferred means of access to the scheme from Gorseinon Road**, which has now been resolved by Bellway acquiring an interest in the land concerned*

Para 2.19 ..... *31 Gorseinon Road, which is under the ownership of Bellway Homes and will be demolished in order to provide the main vehicular access to the site **from the north**. ( **Land Registry identifies property owned by Rees Richards** )*

Para 4.8 ... *It is proposed that there will be three main vehicle access points to the site with **one to the north**, one to the east and one to the south ...*

Para 5.31... *The current roundabout A48 / Swansea Road will be converted to a signalised junction, and be linked to the new junction to be formed at the 'gateway access' to the site from Gorseinon Road.*

Why has all of this changed ?

**VIABILITY** – the change avoids Bellway buying 31 Gorseinon Road, avoids creating roundabout access on Gorseinon Road, avoids construction of greater part of northern section of the relief road and the ability for Bellway to walk away after completion of the first 184 houses with little financial contribution being made in respect of the immediately needed physical and social infrastructure requirements .