

FLINTSHIRE LDP EXAMINATION STATEMENT

MATTER 16: GREEN BARRIERS

ON BEHALF OF COMPTON GROUP

Pegasus Group

First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL

T 01454 625945 | **F** 01454 618074 | **W** www.pegasusgroup.co.uk

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | East Midlands | Leeds | Liverpool | London | Manchester | Peterborough

PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. INTRODUCTION

- 1.1 This statement has been prepared by Pegasus Group on behalf of the Compton Group in response to the Inspector's Schedule of Matters, Issues and Questions on the Flintshire Local Development Plan 2015 – 2030 Examination.
- 1.2 Representations have been made on behalf of our Client throughout the production of the emerging Local Development Plan and these representations expand upon earlier representations, although efforts have been made not to duplicate the content of previous representations.
- 1.3 Therefore, this statement should be read in conjunction with representations submitted for this site at the Candidate Site stage and Alternative Candidate Sites stages, and the Submission Plan in September 2019. The 2019 representations focused on removing the land east of the Shotwick Solar Park from the Green Barrier and the allocation of the site for data centre, lorry park, service station, hotel / conference facility and residential, acknowledging the proposed road enhancements being progresses at this site.
- 1.4 For the avoidance of doubt, the comments set out below relate primarily to the soundness of the Plan.

2. RESPONSE TO QUESTIONS

a) Should the green barriers be renamed green wedges?

2.1 We would support the renaming of green barriers to green wedges in order to align with national policy, if only for the purposes of clarity and ease of the reader.

b) Is the methodology of the green barrier assessment robust and has it been applied consistently?

2.2 The Flintshire Background Paper 1 – Green Barrier Review September 2019, assessed the Sealand green barrier and opted to retain the Sealand green barrier with two minor revisions to draw back the boundary on the east and west side of the A548 / A494 interchange to reflect existing infrastructure.

2.3 The land to the north of Shotwick Road provides a more limited role in maintaining separation between Deeside Industrial Park and Chester (the Cheshire Green Belt designation provides adequate protection) and its role would be significantly further weakened by the introduction of the "Red Route" road, which will effectively split our clients site into two parts. The methodology has not fully recognised this.



2.4 Whilst Planning Policy Wales and proposed policy EN11 allows for "local transport infrastructure" to be located in green barriers we suggest that, as a minimum,

policy EN11 allows the necessary flexibility for the strategic level red route option and associated infrastructure to be acceptably accommodated in the green wedge/barrier in the plan period.

- 2.5 At the Hearing in relation to Matter 6, it was suggested by the Council that a flexibility mechanism or potentially a LDP review may be required if the Welsh Government presses ahead with the construction of the Red Route as it had intended, and that this process may require the consideration of other land use implications associated with the Red Route.
- 2.6 We also understand from the Matter 6 Hearing that Welsh Government has requested that the Council safeguard the site as land protected from any planning applications.
- 2.7 Our representations have argued that the green barrier assessment should have considered the implications of the Red Route, and should Welsh Government bring forward the Red Route, we remain of the strong opinion that it would be appropriate to review the green barrier designation here.

c) What is the relationship between areas of open countryside and areas of green barrier?

- 2.8 No additional comments