

---

# Mrs EM Charlton's 1995 Settlement (Kelsterton Farm) Flintshire

---

Assessment of Alternative Locations for Roadside  
Services along the A494(T)/A55(T)/A548 Northop to  
Shotwick Interchange Improvement



## Contents

<b>1. Introduction</b>	<b>2</b>
1.1. Scope and Purpose .....	2
1.2. Context and the Need for Roadside Services .....	2
<b>2. Constraints</b>	<b>4</b>
2.1. Flood Risk .....	4
2.2. Topography .....	5
2.3. Green Barrier and other designations .....	5
2.4. Ecological and Heritage Constraints .....	7
2.5. Other Identified Constraints .....	7
<b>3. Conclusions</b>	<b>8</b>
<b>Appendix 1</b>	<b>9</b>
<b>Appendix 2</b>	<b>11</b>

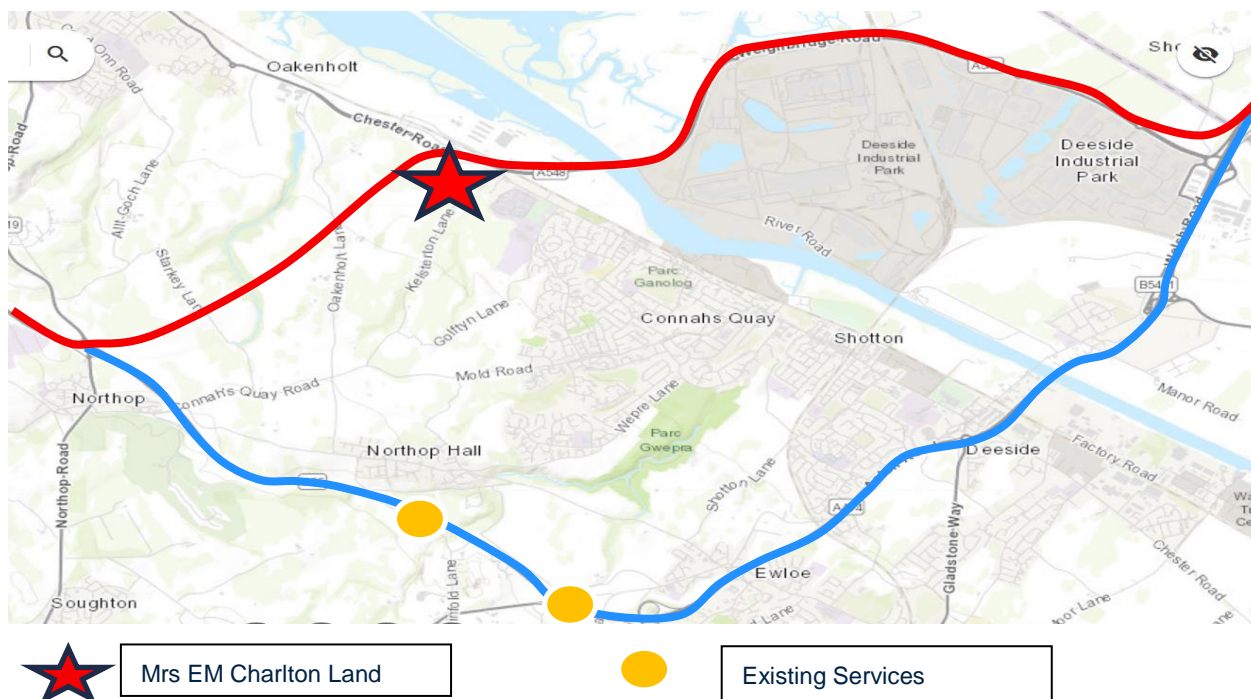
# 1. Introduction

## 1.1. Scope and Purpose

- 1.1.1. Savills have undertaken a review of the land along the A494(T)/A55(T)/A548 Northop to Shotwick Interchange Improvement (Preferred "Red Route") that could potentially be used for roadside uses. This is in response to comments made by Flintshire Council during the Hearing Session for Matter 5 (Principles of Sustainable Development) of the Flintshire Local Plan Examination that the promotion of the Mrs EM Charlton land (Appendix 1) for roadside uses had not been supported by an assessment of alternative sites along the route.
- 1.1.2. At the Examination hearing session held on 15 April 2021 the Council stated that they had simply carried out what had been requested by Welsh Government and that the exact land requirements and design of the road were unknown which meant that it was premature to allocate land for roadside services. We consider that the Council could have been more proactive in their approach to the delivery of this important piece of infrastructure by considering the likely requirement for other supporting infrastructure needed along the route of this major new road.
- 1.1.3. As much of the new route runs through Green Barrier, we do not consider it appropriate to leave the consideration of roadside uses to a later planning application submission. Major proposals requiring changes to the Green Barrier should be plan-led. Given the Green Barrier policy constraints, we have consistently made representations calling for the Kelsterton Farm land to be properly considered and safeguarded for roadside purposes. The existing route that will be by-passed by this new section of road has two roadside facilities for drivers to stop at whereas the new section of road will have none. The purposes of a new roadside services along the new route will include ensuring drivers remain well-rested, serviced and provided with a safe place to stop.

## 1.2. Context and the Need for Roadside Services

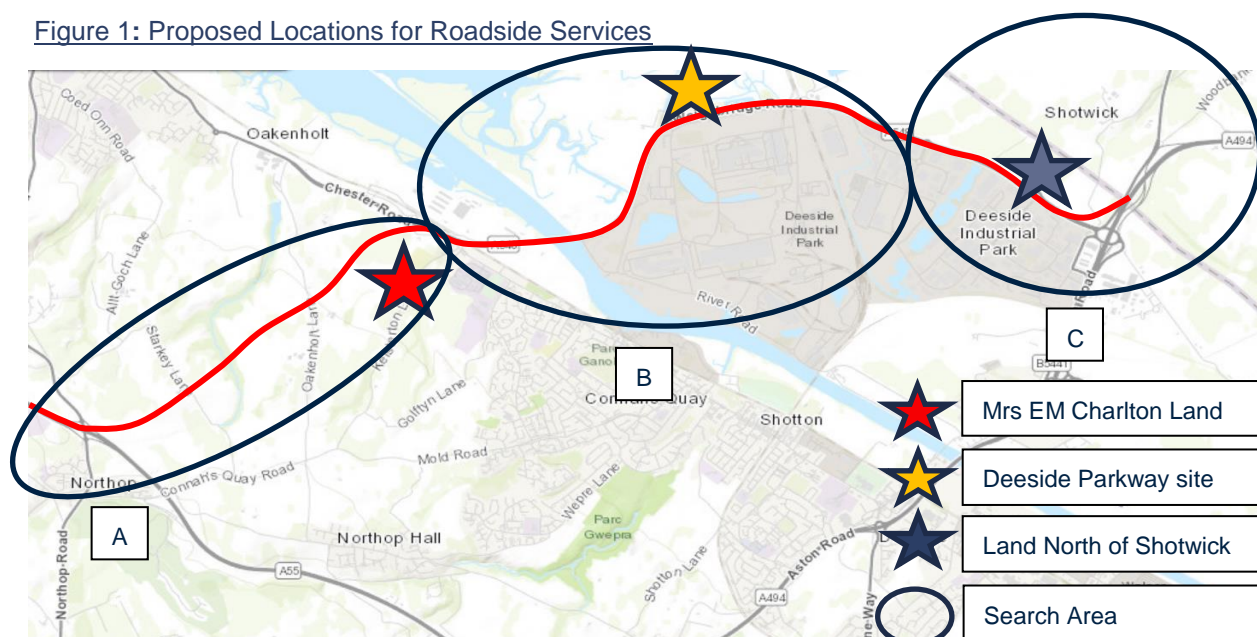
- 1.2.1. The proposed "Red Route" (see plan below and Appendix 2) aims to reduce congestion on the A55 by bypassing the regularly congested A494/A55 route between the Shotwick and Northop Interchange (see plan below with blue line). In doing this, the proposed route will bypass two existing roadside service facilities meaning that drivers will have no opportunity to stop between Northop and Shotwick if the proposed Red Route is used.
- 1.2.2. This lack of locations to relax, refresh and refuel creates concerns regarding driver safety and wellbeing and could be rectified by safeguarding land along the proposed "Red Route" for these purposes.



1.2.3. In addition to the Mrs EM Charlton Land (**Appendix 1**), we are aware of two other sites being promoted for roadside uses. Land at Deeside Parkway which is referenced on page 12 of the Deeside Plan as the location for a “proposed service station & truckstop” and Land North of Shotwick Road (DEE009 (AS)) which is located on the northern eastern side of Deeside Industrial Estate and is being promoted for uses which include a “lorry park” and a “service station”.

1.2.4. We consider that this further highlights the need for land to be safeguarded for roadside services along the new “Red Route”. We have undertaken analysis of the potential constraints of these three locations by using available landscape, heritage and flood risk data. We have also reviewed the land within 3 key search areas along the route (see Figure 1 below) to assess potential alternative locations for roadside uses.

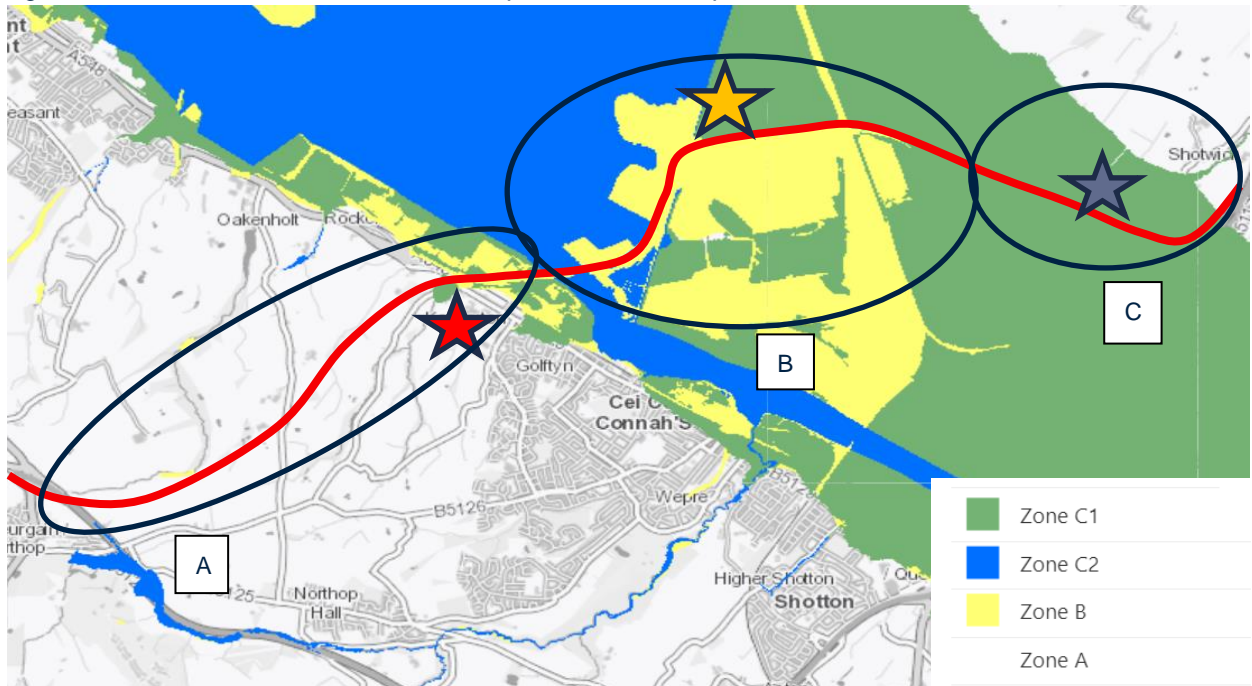
Figure 1: Proposed Locations for Roadside Services



## 2. Constraints

### 2.1. Flood Risk

Figure 2: Natural Resources Wales Development Advice Map



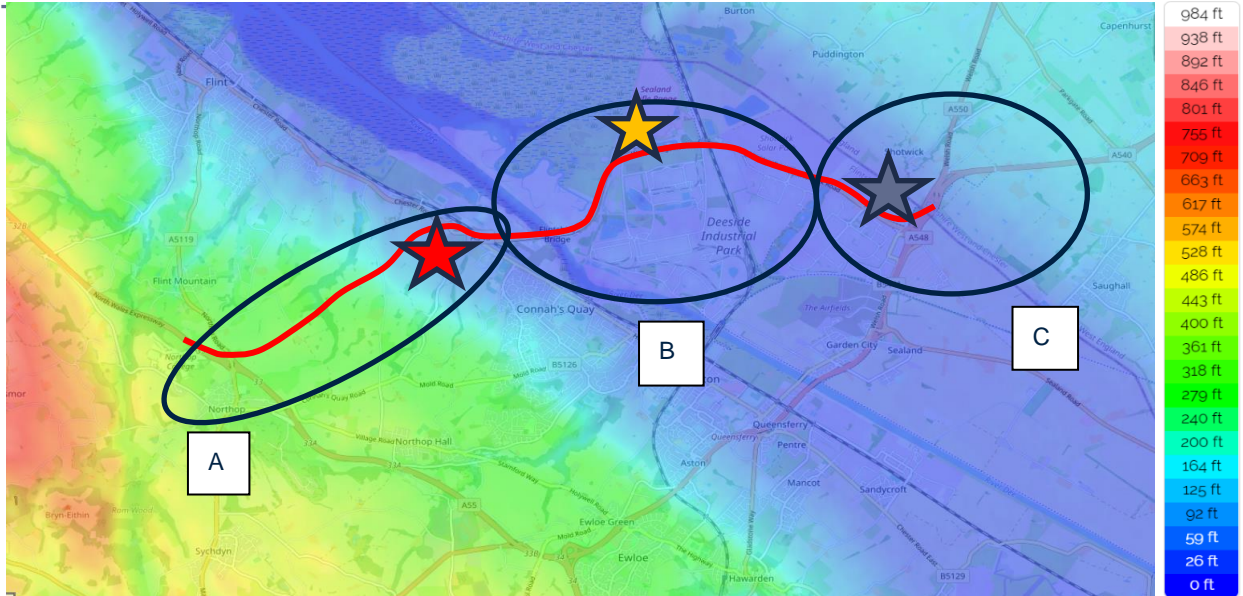
- 2.1.1. According to the Development Advice Map (above), all available land within Search Area A (Including the Mrs EM Charlton site) is largely within Flood Zone A. Land in Flood Zone A is considered to be at “little or no risk of fluvial or tidal/coastal flooding”.
- 2.1.2. All available land in Search Area B and C, is within either Flood Zone B, C1 or C2. This includes the Land North of Shotwick and Deeside Parkway sites which are both within Flood Zone C1.
- 2.1.3. C1 areas are defined as “areas of the floodplain which are developed and served by significant infrastructure, including flood defences” and C2 areas are defined as “Areas of the floodplain without significant flood defence infrastructure”.
- 2.1.4. Technical Advice Note 15 (Tan 15), as referred to in Paragraph 6.6.26 of Planning Policy Wales 11 (PPW11) states that “New development should be directed away from zone C and towards suitable land in zone A” (paragraph 6.2).
- 2.1.5. In accordance with this requirement, we have focused this review for potential roadside service locations in Search Area A.

# Mrs EM Charlton's 1995 Settlement Trust

## Assessment of Alternative Locations for Roadside Services



### 2.2.

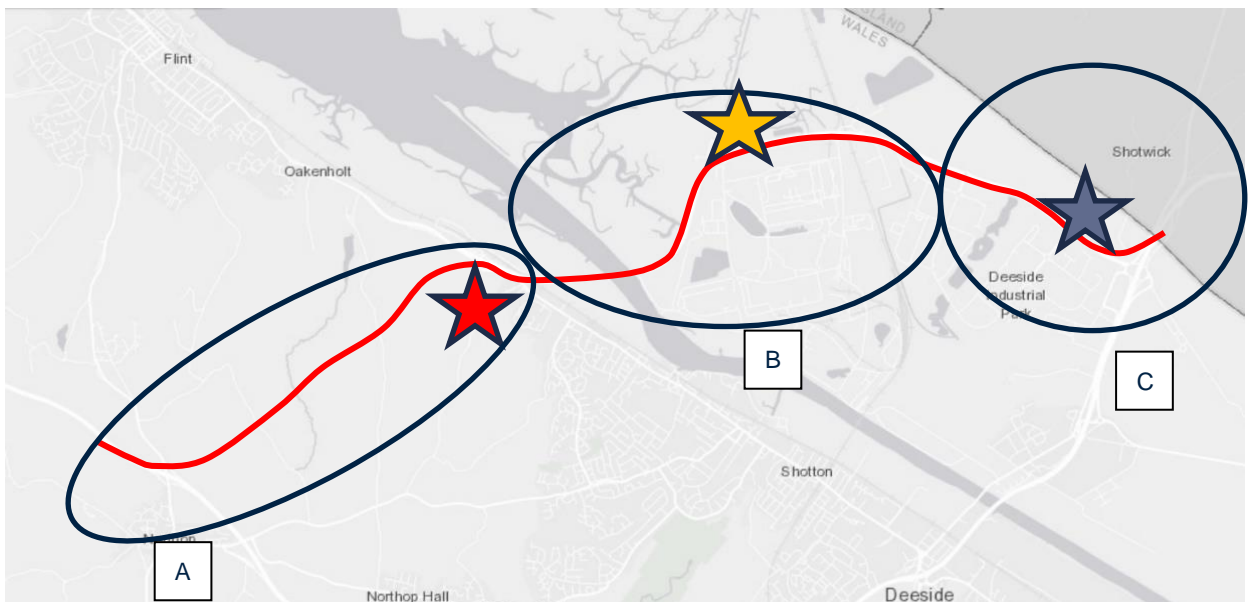


2.2.1. The above plan shows the topography of the land surrounding the Preferred “Red Route”. The majority of Search Areas B and C are close to sea level meaning that the visual impact of any development will be lower compared to development on land along the western end of the new route. The Mrs EM Charlton site is also located at a similar height close to sea level and following a landscape appraisal by Land Studio (attached) it is considered that if development was “*focussed towards the north the development area, it would be completely concealed by the falling topography, Kelsterton Farm and the Cemetery.*” (page 19).

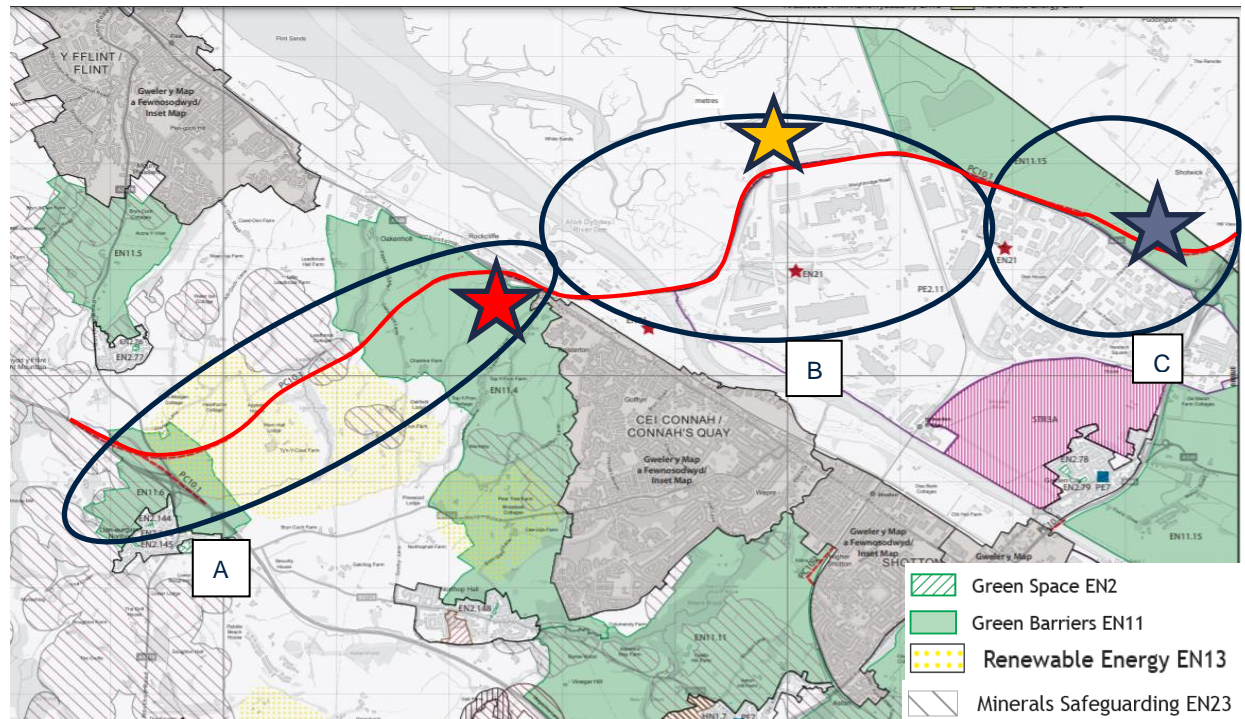
2.2.2. All land to the west of the Mrs EM Charlton site is above 240ft above sea level and will therefore have a much greater visual impact on the landscape if brought forward for development compared to development on the Mrs EM Charlton site.

### 2.3. Green Barrier and other designations

#### Areas of search along Proposed “Red Route”



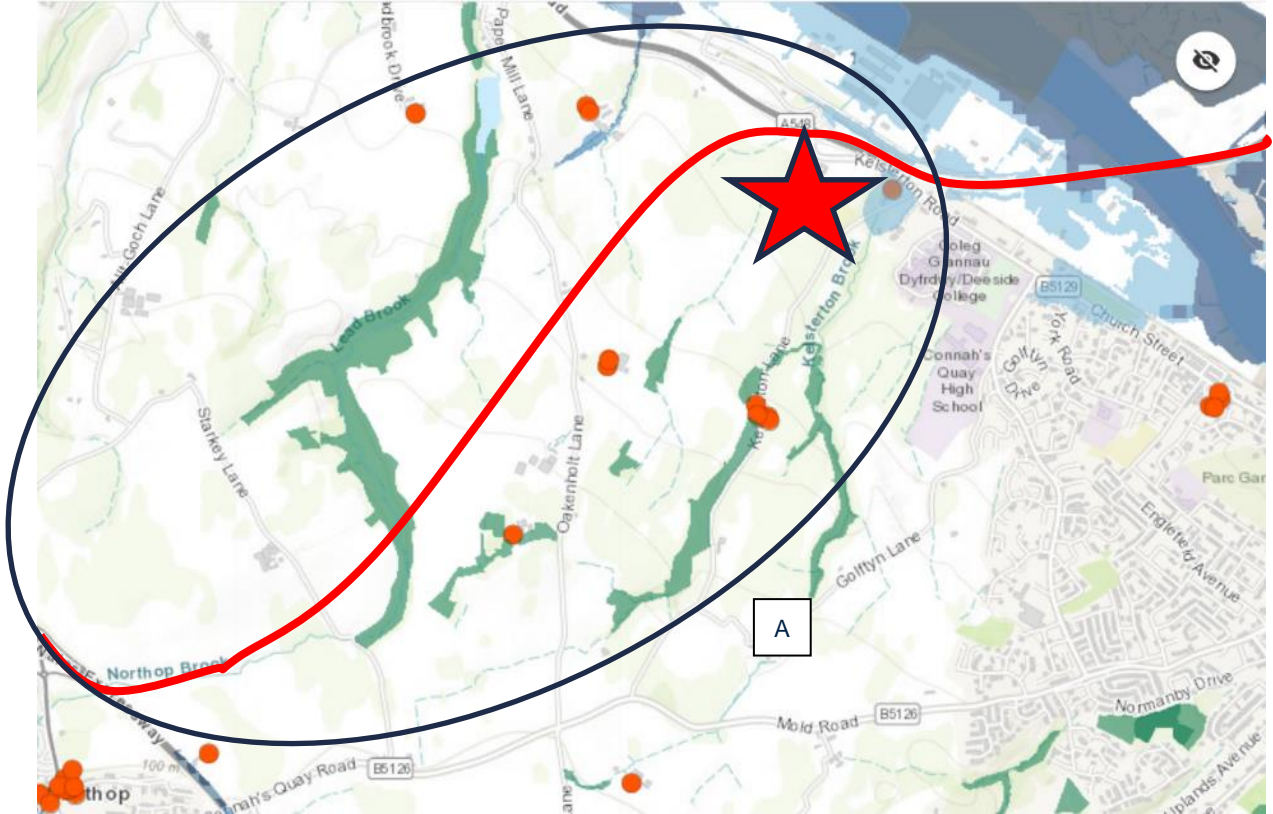
Green Barrier Map of Proposed "Red Route"



- 2.3.1. The area, north of Deeside Industrial Estate (search area C) is located in the Green Barrier. Both the Mrs EM Charlton site and the Land North of Shotwick Road (DEE009 (AS)) site are located within the Green Barrier.
- 2.3.2. The maps above show that the only land available along the proposed "Red Route" that is not designated as Green Barrier, a Renewable Energy or minerals safeguarding designation is located between the Deeside Industrial Estate and the River Dee. As already highlighted, the majority of this area is in Flood Zone C1 or C2.

**2.4. Ecological and Heritage Constraints**

Constraints Map



2.4.1. The plan above shows the constraints relating to potential sites within Search Area A. These consist of ancient woodland and listed buildings that are concentrated in the centre of the search area meaning that land to the north and south are least affected.

**2.5. Other Identified Constraints**

2.5.1. With regards to environmental and heritage constraints and existing designations, the centre of Search Area A is designated as “Renewable Energy and Carbon Development” under Policy EN13 of the emerging plan. This means that the land is reserved for either “large scale solar PV farms” or “small scale and / or community-based projects” and will not be viable for roadside uses. The most westerly part of the Red Route also cuts through an area designated as Green Barrier.

2.5.2. Additionally, the centre of Search Area A is in close proximity to a Minerals Safeguarding Area (Policy EN23), an area of ancient woodland and a high concentration of listed buildings. The centre of Search Area A would also be unsuitable for a roadside service area development due to the steep gradient of the terrain in this location.



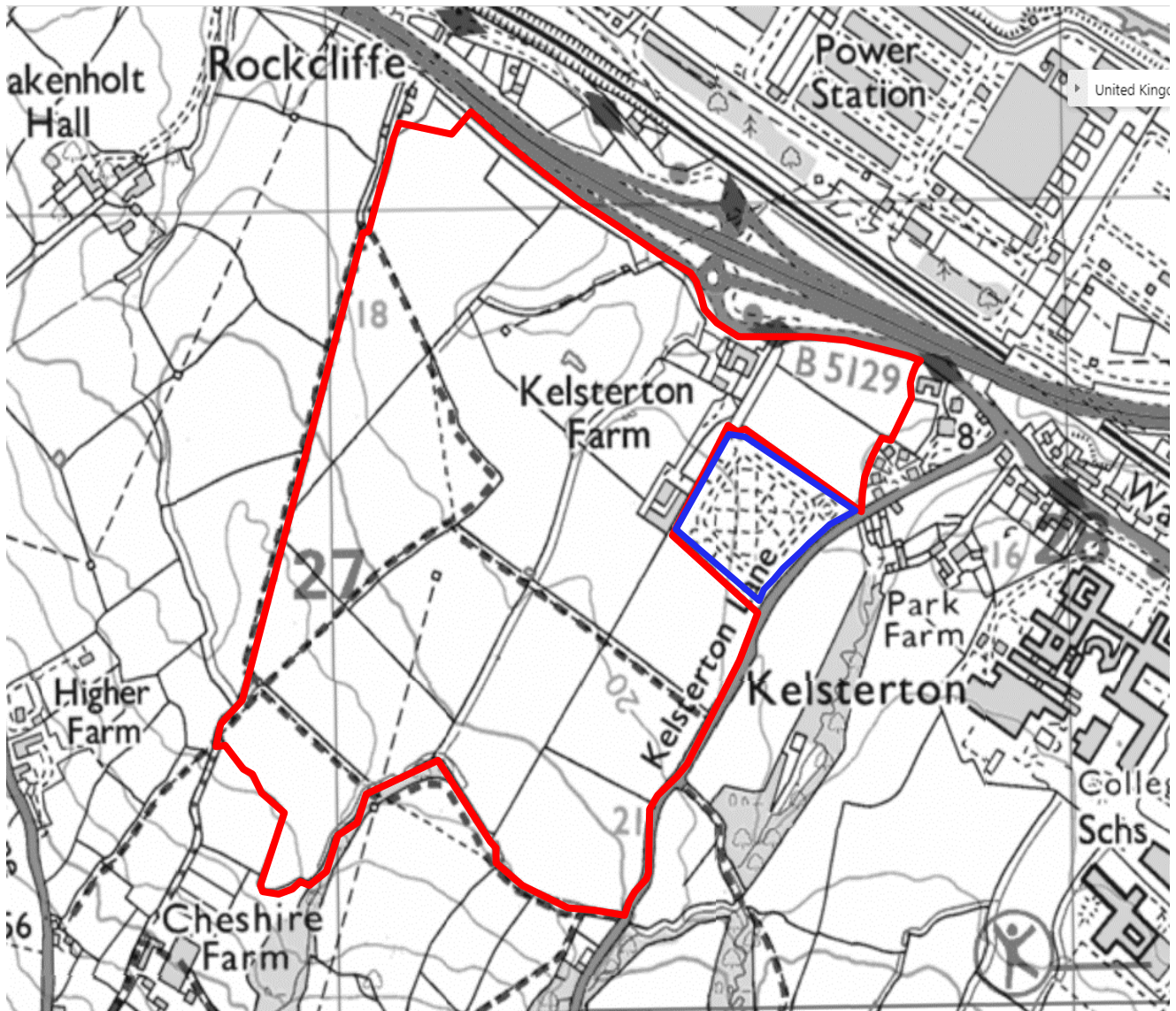
### 3. Conclusions

- 3.1.1. In response to comments made by the Council at the 15 April Hearing Session on Matter 5 (Principle of Sustainable Development), Savills have undertaken a review of the constraints relating to land safeguarded in the Flintshire Development Plan Review for the A494(T)/A55(T)/A548 Northop to Shotwick Interchange Improvement (Preferred "Red Route").
- 3.1.2. In the interests of ensuring a comprehensive approach to this review, we have reviewed the land within 3 key search areas along the proposed "Red Route" to assess the potential for alternative locations to be safeguarded for these purposes.
- 3.1.3. The review has found that the majority of available land along the route is within Flood Risk Zone C1 and C2, including the Land North of Shotwick Road and the Deeside Parkway sites.
- 3.1.4. In accordance with adopted Development and Flood Risk Technical Advice Note (Tan 15) it should be recognised that "New development should be directed away from zone C and towards suitable land in zone A" (paragraph 6.2). As a result, any new development must be focused towards the Search Area A at the western end of the proposed new route.
- 3.1.5. Much of the route in Search Area A has rising topography at the western end (near Northop) with this section being approximately 400ft above sea level, some 275ft higher than the area around Kelsterton Farm. This means that roadside services located at the western end of Search Area A will be more prominent on the landscape and have a more significant impact on the openness of the Green Barrier than development at the eastern end (Kelsterton Farm) of Search Area A.
- 3.1.6. From the review we have undertaken, we conclude that the Mrs EM Charlton site (Kelsterton Farm) represents the most suitable location to provide new roadside services along the proposed "Red Route".



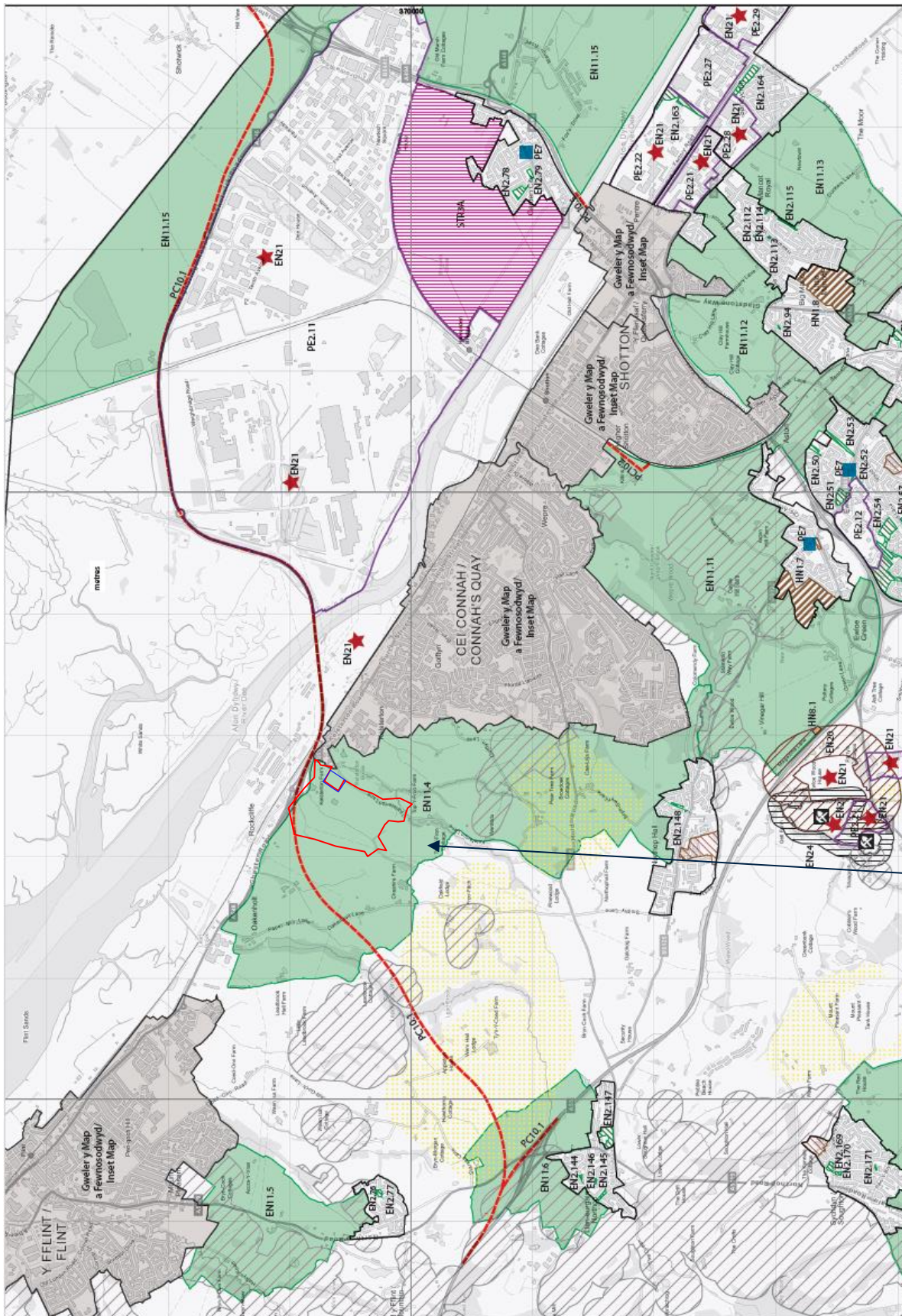
## Appendix 1

### Site Plans



# Mrs EM Charlton's 1995 Settlement Trust

## Assessment of Alternative Locations for Roadside Services



Mrs EM Charlton's 1995 Settlement

## Appendix 2

### Kelsterton Junction Proposals



REF: <https://gov.wales/a55-a494-a548-flintshire-corridor-overview>