

FLINTSHIRE LDP EXAMINATION STATEMENT

MATTER 6: ECONOMY AND EMPLOYMENT AND ENTERPRISE

ON BEHALF OF COMPTON GROUP

Pegasus Group

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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 use, acknowledging the proposed road enhancements being progressed 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

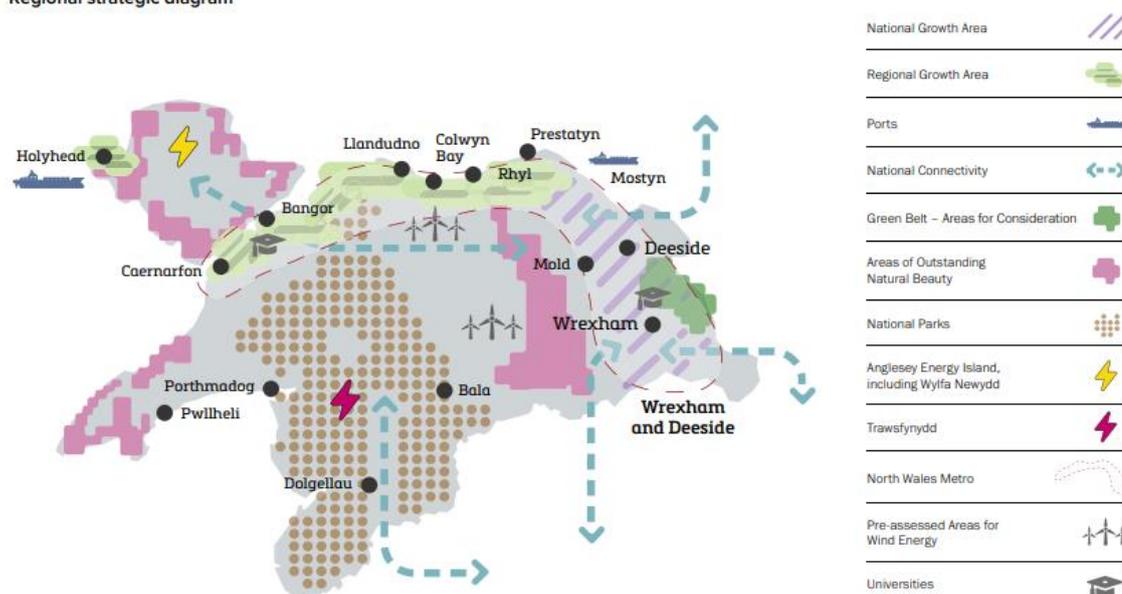
a) Has sufficient employment land been identified? Will the key strategic sites deliver the number of jobs forecast?

- 2.1 The Deeside Plan (2017) articulates how the economic growth aspirations for North Wales and for the Mersey Dee area can be realised and, vitally, how they can be harnessed for the greatest benefit for local people.
- 2.2 Page 13 of the Deeside Plan sets out the key action points for the highway network and capacity improvements and says the development of a truck stop would be of economic value to Deeside and North Wales.
- 2.3 Our clients' site and proposal would deliver this identified need by providing a lorry park, not only within the vicinity of the Deeside Industrial Park, but at a location that will be made easily and sustainably accessible to its end users as a result of the Welsh Government road improvement plans. It is a highly logical location for the lorry park, given its local and strategic role.
- 2.4 A lorry park would positively contribute towards overcoming a shortfall of provision in the locality (as identified by the Deeside Plan), it would also allow the Development Plan to reach its expectations with regards to economic growth and job creation within the growth hub.
- 2.5 The plan should accommodate and actively support the opportunities, including the lorry park, that the new road link is seeking to unlock and failure to do so would make the Development Plan unsound.

b) In terms of the economy, what are Flintshire's special characteristics? How will they be harnessed 'to benefit not only North East Wales but the wider geography, east and west', as advised in the Wales Spatial Plan.

- 2.6 'Future Wales: the national plan 2040', was published in February 2021 and has development plan status. The Regional Strategic Diagram map at page 111 of the plan identifies Wrexham and Deeside as a national growth area and also identifies a key national connectivity route.

Regional strategic diagram



(Diagram extract from page 111, 'Future Wales: the national plan 2040')

- 2.7 Policy 11 confirms that "Planning authorities should support developments associated with improvements to national connectivity and, where appropriate, maximise the opportunities that arise from them" (our emphasis).
- 2.8 The Welsh Government is in the process of delivering a new 13km two-lane dual carriageway linking the A55-A5119 Northop junction (junction 33) with the A494 and A550 north of Deeside Parkway junction, via Kelsterton Interchange and the Flintshire Bridge. In September 2020, Welsh Government confirmed that it is pursuing the road scheme for the 'Red Route'. A contract notice for a preliminary design was published in June 2020 and we are aware that the gathering of survey data (ecology, geology etc) has begun.
- 2.9 Welsh Government has confirmed that the detailed design and construction is due to take place between 2024 and 2027, within the lifespan of this new LDP.
- 2.10 The LDP fails to take full account of the gateway implications of the 'Red Route' and how this traverses across the candidate site and the northern edge of the Deeside Industrial Park and also fails to 'maximise the opportunities' that arises from this key piece of infrastructure, as the National Plan seeks at Policy 11.
- 2.11 It is clear that the Council's aspirations, as presented under Employment Allocation STR3A 'Nother Gateway Mixed Use Development Site', is more aligned with the

connectivity of the 'Blue Route' which is no longer being pursued by the Welsh Government.

- 2.12 The LDP should take appropriate recognition of the agreed Red Route within the Plan, its alignment and its intended design/layout that includes a new roundabout with exit 'arms', and how this provides an unique opportunity to build on the existing gateway employment allocation to the south of Deeside Industrial Park.
- 2.13 Given that the road is to be built within the lifetime of the new LDP, it is appropriate and indeed necessary that the LDP takes full account of the road improvements, and how these benefits can be maximised.
- 2.14 As discussed above, there is a local and regional need for a lorry stop, and failure to accommodate this need would make the Plan unsound.

c) What is the cross-border employment relationship? What proportion of the existing jobs within Flintshire are filled by employees from outside the County? How many of Flintshire's residents travel to work outside the County? How has the Council accounted for such movements in its employment forecasts?

- 2.15 No additional comments.

d) What is the status of the Deeside Enterprise Zone? Is it clear which LDP policies will apply to this area and how proposals will be determined? Should it be identified on the Proposals Map?

- 2.16 No additional comments.

e) How will the LDP maintain and enhance the County's tourism, culture and leisure offer?

- 2.17 No additional comments

f) Is the assessment of comparison retail need sufficiently robust to inform the Plan's approach to retail allocations?

- 2.18 No comments.