

Flintshire Deposit Local Development Plan

Background Paper 1

Green Barrier Review (with maps)

Sept 2020

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1. Introduction

- 1.1 The Council is in the process of preparing the Local Development Plan (LDP) which will guide development in the County between 2015 and 2030. The LDP will identify certain locations where new development, such as housing and employment will be permitted, whilst also seeking to protect other areas from development. Once adopted, the LDP will form the basis for making decisions on individual planning applications in the County.
- 1.2 This background paper is one of a range of papers prepared to support the Deposit LDP and explains the Council's rational and methodology for defining green barriers in the Plan. Each background paper can be read in isolation or in conjunction with the Deposit Plan and the earlier topic papers and other background papers that have been prepared.
- 1.3 A green barrier is a well-established planning tool which seeks to define areas of open countryside where it is necessary to protect their open character and appearance. The policy tool works hand in hand with settlement boundaries but concentrates on specific tracts of land where open countryside protection policies are not sufficient to protect the land. This may be due to the particular characteristics of the land and nearby settlements and it may also be as a result of sustained development pressure.
- 1.4 The adopted Flintshire UDP (2000-2015) defines green barriers and these have formed the starting point for a comprehensive and consistent assessment. An assessment has also been undertaken on three proposed green barriers which formed part of Candidate Site submissions. The review has been undertaken using the purposes of a green barrier as set out in PPW10.
- 1.5 **This Background Paper has been updated only to include maps illustrating changes to green barriers. No changes have been made to the content of the assessment of green barriers, which remains as per the Deposit Plan Background Paper Sept 2019.**

2. Planning Policy Wales

- 2.1 The relevant guidance on green barriers is set out in Chapter 3 of PPW10 'Strategic and Spatial Choices' and is presented within the context of 'Managing Settlement Form'. Para 3.30 explains that *'around towns and cities there may be a need to protect open land from development. This can be achieved through the identification of Green Belts and / or local designations, such as green wedges'*. Although the UDP and LDP use the term 'green barriers', PPW clearly allows for

other terminology for local designations. Para 3.60 goes on to advise that *'Proposals for both Green Belts and green wedges must be soundly based and should only be employed where there is a demonstrable need to protect the urban form and alternative policy mechanisms, such as settlement boundaries, would not be sufficiently robust'*. The review of green barriers has been undertaken with this advice in mind.

2.2 Para 3.63 advises that green wedges have the same purpose as green belts. The core approach to the review of green barriers is the purposes of green barriers as defined in para 3.64 which are to:

- *'prevent the coalescence of large towns and cities with other settlements;*
- *manage urban form through controlled expansion of urban areas;*
- *assist in safeguarding the countryside from encroachment;*
- *protect the setting of an urban area; and*
- *assist in urban regeneration by encouraging the recycling of derelict and other urban land'.*

2.3 Para 3.64 recognises that green barriers should be proposed and be subject to review as part of the LDP process. Para 3.65 advises that within green barriers the control of development in the countryside applies but that *'there is in addition a general presumption against development which is inappropriate in relation to the purposes of the designation'*. The para goes on to explain that green wedges can have a variety of other benefits but that these should not influence whether or not land is designated.

2.4 Para 3.66 explains that *'...green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term'*. Para 3.67 states *'To maintain openness, development within a Green Belt and green wedge must be strictly controlled. When including Green Belt and green wedge policies in their plans, planning authorities must demonstrate why normal planning and development management policies would not provide the necessary protection'*.

3. Green Belt vs Green Barrier

3.1 The County has a large number of settlements rather than a large single town, city or urban conurbation. Spatially a green belt designation does not fit with the spatial pattern of development. The issue of considering a green belt has been considered as part of the Clwyd Structure Plan, Flintshire UDP and now the LDP and on each occasion is not considered to be appropriate for the County. Instead, a local green barrier designation around and between key settlements, which can be reviewed as part of each Plan preparation, is considered to be more appropriate. A similar approach is taken in both Wrexham, Denbighshire and Conwy and this ensures a consistent policy approach across North Wales.

4. Methodology

4.1 Each existing green barrier in the UDP has been reviewed against the purposes defined in PPW10. The purposes are further explained and interpreted in the table below:

| PPW10 Purpose | Explanation and Interpretation |
|--|---|
| Prevent the coalescence of large towns and cities with other settlements | This is a key function of a green barrier in seeking to prevent coalescence. The wording refers to preventing the coalescence of 'large towns' with 'other' settlements. However, the number, pattern and type of settlements in the County results in some green barriers being necessary between 'other' settlements. |
| Manage urban form through controlled expansion of urban areas | This takes a broader look at a settlement in terms of its form, shape and pattern of development. It also involves consideration as to whether it is necessary or appropriate for a green barrier to protect urban form or to allow for controlled expansion. |
| Assist in safeguarding the countryside from encroachment | This seeks to prevent development encroaching into open countryside where this would harm the objective of a green barrier. This does not mean that every single urban edge requires a green barrier to prevent encroachment, but more a consideration of settlement form and the nature of the urban edge and adjoining countryside. |
| Protect the setting of an urban area | This applies where a settlement has a particularly open or sensitive edge and open countryside setting. It can also apply where a settlement has a particular historic value. |
| Assist in urban regeneration by encouraging the recycling of derelict and other urban land | This would apply where a settlement might have large areas of brownfield land or vacant / under-used land. In these circumstances it may be necessary for a green barrier to focus on developing such sites, rather than developing edge of settlement greenfield sites. |

4.2 Further considerations in the assessment were as follows:

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|----------------------------------|---|
| Significant development pressure | Whether the land has been the subject of on-going development pressure. This includes UDP omission sites, LDP candidate sites and alternative sites and planning applications or pre-application enquiries. |
| Other policy designations | Whether the land is subject to other policy designations or constraints. |

4.3 Each green barrier was the subject of a commentary assessment which established whether the land warrants being included in a green barrier and the appropriateness of the boundaries of the green barrier. Considerations included openness, topography, physical relationship of settlements, urban form and the nature of urban edges and the existence of robust physical boundaries.

4.4 Further considerations in the review were that green barriers should:

- not be designated where normal open countryside policies would be sufficient
- not be drawn wider than necessary to achieve their purpose
- be drawn where there is significant and sustained development pressure
- not unnecessarily duplicate other policy designations
- not need to possess any intrinsic inherent landscape, nature conservation or other quality.

4.5 It is not necessary for a tract of land to satisfy every single criteria and designation is not based on a 'tally of ticks'. Indeed in some cases, one or two criteria will be of such importance as to justify green barrier designation.

4.6 The assessment also had regard to the need to make provision for development allocations where sites conformed with the Plan spatial strategy and detailed site assessment process and that this would not harm the openness of the green barrier nor the purposes for designating the green barrier. This is followed by a recommendation as to whether the green barrier should be retained, amended or deleted.

5. Summary of Green Barrier Review Results

5.1 The detailed green barrier review is set out in Appendix 1. However, for ease of reference a summary is provided below:

| Ref No. | Green Barrier | Recommendation | New Ref No. | Map |
|----------|--|---|-------------|-------------|
| GEN4(1) | Gronant – Talacre – Gwespyr - Ffynnongroyw | Retain but delete eastern section | EN11(1) | Appendix 1 |
| GEN4(2) | Gorsedd - Carmel | Retain | EN11(2) | Appendix 2 |
| GEN4(3) | Flint - Bagillt | Retain but with deletion and extension | EN11(3) | Appendix 3 |
| GEN4(4) | Flint – Connah’s Quay | Retain with slight extension | EN11(4) | Appendix 4 |
| GEN4(5) | Flint – Flint Mountain | Retain with small deletion | EN11(5) | Appendix 5 |
| GEN4(6) | Flint Mountain - Northop | Retain | EN11(6) | Appendix 6 |
| GEN4(7) | Gwernaffield - Pantymwyn | Retain but delete southern section | EN11(7) | Appendix 7 |
| GEN4(8) | Holywell - Carmel | Delete | n/a | Appendix 8 |
| GEN4(9) | Holywell – Greenfield - Bagillt | Retain but delete southern section | EN11(8) | Appendix 9 |
| GEN4(10) | Mold - Gwernymynydd | Retain but with minor deletion | EN11(9) | Appendix 10 |
| GEN4(11) | Mold – Mynydd Isa – New Brighton - Sychdyn | Retain but with minor deletions | EN11(10) | Appendix 11 |
| GEN4(12) | Connah’s Quay – Northop Hall – Ewloe - Shotton | Retain but with small deletion | EN11(11) | Appendix 12 |
| GEN4(13) | Shotton – Mancot – Hawarden - Ewloe | Retain | EN11(12) | Appendix 13 |
| GEN4(14) | Hawarden – Mancot – Hawarden Airport | Retain but with minor and substantial deletions (small part to be added on to GEN4(15)) | EN11(13) | Appendix 14 |

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|---|--|---|----------|-------------|
| GEN4(15) | Broughton – Hawarden Airport - Saltney | Retain but with significant deletion and extension (and incorporation of small part of deleted GEN4(14)) | EN11(14) | Appendix 15 |
| GEN4(16) | Sealand – Cheshire Border | Retain | EN11(15) | Appendix 16 |
| GEN4(17) | Buckley – Little Mountain – Dobshill – Drury – Hawarden - Ewloe | Retain but with one small and one large deletion | EN11(16) | Appendix 17 |
| GEN4(18) | Hope - Caergwrle | Delete | n/a | Appendix 18 |
| Candidate Site Green Barrier Proposals | | | | |
| PEN029 | Penyffordd West | Do not designate | n/a | |
| PEN030 | Penyffordd East | Do not designate | n/a | |
| SYCH018 | North East of Sychdyn | Do not designate | n/a | |

Appendix A

| UDP Green Barrier | Gronant-Talacre-Gwespyr-Ffynnongroyw | Carmel-Gorsedd | Flint-Bagillt |
|---|---|--|---|
| Green Barrier Ref and Function | GEN4 (1) | GEN4 (2) | GEN4 (3) |
| Prevent the coalescence of large towns and cities with other settlements | x | x | ✓ |
| Manage urban form through controlled expansion of urban areas | x | x | ✓ |
| Assist in safeguarding the countryside from encroachment | ✓ | ✓ | ✓ |
| Protect the setting of an urban area | x | x✓ | x |
| Assist in urban regeneration by encouraging the recycling of derelict land and other urban land | x | x | x |
| Other Considerations | | | |
| Significant development pressure? | Very limited development pressure – no candidate sites. 1 UDP omission site. No Alternative Sites. Some pressure from caravan and camping development. | Limited development pressure – no candidate sites. 2 UDP omission sites. No Alternative Sites. | Development pressure in Flint generally – one candidate site which wraps around Aber Park Industrial Estate. No UDP omission sites. No Alternative Sites. |
| Other policy designations | Tidal flood risk zone and surface water flood risk, SSSI, SPA and Ramsar designations associated with Dee Estuary, partly zone of essential setting to Talacre Abbey, policy L6 - undeveloped coast | Minerals Safeguarding Area | No |

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| <p>Assessment</p> | <p>Extensive (356ha) green barrier covering coastal agricultural land and wetlands between four small settlements experiencing limited development pressure. In the Preferred Strategy Ffynnongroyw and Gronant are Sustainable Villages, Talacre is a Defined Village and Gwespyr is an Undefined Village. This context is unlikely to result in significant growth in any of these settlements. However, the topography of the upper part of Gronant is such that there are few development opportunities and could put pressure on the lower part of the settlement.</p> <p>The green barrier can be effectively be split into two distinct parts.</p> <p>In the eastern part there is no direct coalescence issues given the distance between Ffynnongroyw and Talacre and the presence of the intervening Oil Terminal. The present green barrier boundary does not abut the settlement boundary of Ffynnongroyw as there is an intervening parcel of land. The westwards expansion of Ffynnongroyw is constrained by flood risk and also the A548 acts as a firm and defensible physical feature.</p> <p>The land to the north of the A548 can be adequately controlled and protected through the presence of the settlement boundary and development management policies which presumes against development in the open countryside and within the undeveloped coastal area. It is also likely that the LDP will retain the UDP tourism policy T4 which does not</p> | <p>Modest 22.6 ha green barrier between Carmel and Gorsedd. Comprises prominent open land rising up from the A5026 to the northern edge of the Carmel settlement boundary and a small gap of countryside (which contains scattered dwellings) in the form of a valley between the two settlements.</p> <p>Given the topographical constraints present in the southern part of Carmel, and its status as a tier 3 Sustainable Village, it is likely that the swathe of land between the A5026 will come under pressure for development. This land is very prominent when viewed from the A5026 and provides a distinct landscape setting to the present line of built development at Allt y Golch. Development of this land would put pressure on the narrow gap between Carmel and Gorsedd given that there are already a small number of properties. Development would result in the near coalescence of the two settlements.</p> | <p>Modest (42.94ha) green barrier to south of A548 Coast Road between Bagillt (Bedol) and Flint to the east. This designation protects small but important open gaps between Bedol Farm and Coleshill Road and between Ash Grove and Bryn Farm. The objective of the green barrier is to prevent a continuous built up frontage between Bagillt and Flint alongside the A548.</p> <p>The green barrier, as presently defined, does not reflect its title in that it does not extend up to the edge of Flint. The Employment Land Review has concluded that there is no need for additional employment land allocations in the Plan period, and the need for a north westwards expansion of employment land does not presently exist. This area of land on the edge of the industrial estate is open in character and undeveloped, with the exception of Bryn Farm, which sits comfortably within its agricultural landscape setting. Being alongside the A548 Coast Road it is also prominent and open in character, yet is excluded from the present green barrier. It is considered that the green barrier should be extended south eastwards up to the present settlement boundary.</p> <p>The settlement of Bagillt is somewhat constrained in terms of identifying potential future growth its by topography. Furthermore, existing allocations e.g. at Wern Farm have not come forward for development. An opportunity exists for longer term growth to the south east of the settlement in the vicinity of Coleshill Road. It is therefore considered that the green barrier should be drawn back to the eastern side of the existing block of development comprising Oak Grange and Manor Drive. This would allow for a possible urban extension from Tyddyn Messham south eastwards up to that existing block of development. However, an</p> |
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| | <p>permit new static caravan development in the area currently designated as green barrier as well as policy L6 which seeks to protect the undeveloped coast. Additional protection in the form of green barrier designation is considered unnecessary given the physical (flood risk), environmental (nature conservation) and policy constraints to development.</p> <p>Many of the above considerations also applies to the western part of the green barrier. However, there is a slightly different context to this part of the green barrier given the presence of built development in the lower part of Gronant, the considerable built development to the north west of Gwespyr and the Presthaven Sands Holiday Park. This is a considerable amount of development which a high degree of intervisibility and its prominent location alongside the heavily trafficked A548 and at the foot of the AONB which is a nationally important landscape. Given the flat and open character of the landscape, it is considered that the retention of this part of the green barrier is justified in terms of safeguarding the countryside from encroachment.</p> | | <p>open gap would still be maintained between Bagillt and Flint, alongside the A548.</p> <p>It is also considered that the present green barrier extends further inland than is necessary to fulfil its primary function of preventing the coalescence of Bagillt and Flint. It is therefore considered that the green barrier should be drawn back slightly to focus on a more tightly defined gap along the A548 Coast Road. The green barrier should broadly follow a line following the southerly edge of Aber Park and a point just to the west of Trebor Avenue alongside Nant y Moch Farm. The land alongside the playground at Trebor Avenue is elevated and rising where development would be prominent in the landscape and harm urban form and the gap between the settlements.</p> |
| <p>Recommendation</p> | <p>That the green barrier is retained but that the land from the access road between the A548 roundabout and Oil Terminal eastwards towards Ffynnongroyw is deleted.</p> | <p>That the green barrier is retained.</p> | <p>Retain green barrier with the following amendments:</p> <ul style="list-style-type: none"> i) Deletion of green barrier to the east of Bedol Farm up to Coleshill Road ii) Deletion of green barrier to west of Nant y Moch Farm. iii) Extend green barrier up to existing settlement boundary on the western edge of Aber Park Industrial Estate. |

| UDP Green Barrier | Flint-Connah's Quay GEN4 (4) | Flint-Flint Mountain GEN4 (5) | Flint Mountain-Northop GEN4 (6) |
|---|--|---|--|
| Green Barrier Function | | | |
| Prevent the coalescence of large towns and cities with other settlements | ✓ | ✓ | ? |
| Manage urban form through controlled expansion of urban areas | ✓ | ✓ | ✓ |
| Assist in safeguarding the countryside from encroachment | ✓ | ✓ | ✓ |
| Protect the setting of an urban area | ✗ | ✓ | ✓ |
| Assist in urban regeneration by encouraging the recycling of derelict land and other urban land | ✗ | ✗ | ✗ |
| Other Considerations | | | |
| Significant development pressure? | Yes – 14 candidate sites. 3 UDP omission sites. 1 Alternative Site. | Flint generally and 3 candidate sites. 3 UDP omission sites. 1 Alternative Site | Yes 2 candidate sites for development several UDP omission sites. Recent planning application for housing adjacent to cricket ground. 1 Alternative Site |
| Duplication with other policy designations | SSSI | No | No |
| Assessment | Extensive (335ha) green barrier between two of the County's towns (Main Service Centres). It comprises of a strategic gap extending from the | 115 ha green barrier between Flint and Flint Mountain. It comprises a strategic and prominent gap between the town and settlement alongside the A5119 Northop | Relatively modest green barrier (89 ha) to the north of Northop, around the A55 /A5119 junction and between Northop and Coleg Cambria. This designation seeks to protect |

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| | <p>papermill at Oakenholt on the outskirts of Flint to Kelsterton Hall and the Deeside College Campus on the western fringe of Connah’s Quay. The principle of retaining the green barrier is considered appropriate in terms of preventing coalescence and managing the urban form.</p> <p>The green barrier as currently drawn does not reflect its title as it does not extend up to the south eastern extremity of Flint. Essentially it excludes an area of land to the east of Leadbrook Drive. It would therefore be logical to extend the green barrier westwards to incorporate the majority of the land up to Leadbrook Drive whilst excluding an area of land to the south of the A548 to allow expansion space (if required) for the paper mill at Oakenholt.</p> <p>The only realistic direction in which Connah’s Quay can grow in the future is to the west. However the westwards expansion of the town is currently constrained by the existing residential road network. Although there is little likelihood of coalescence between much of the western edge of Connah’s Quay with Flint, it does provide an open undeveloped edge between the gap at the north of the green barrier (between Flint and Connah’s Quay and the narrower gap to the south of the green barrier (between Connah’s Quay and Northop Hall – GEN4 (12))).</p> <p>In this context it is considered that the green barrier should be retained and indeed extended up to the edge of Flint. The green barrier serves to prevent the coalescence of Flint and</p> | <p>Road and Halkyn Road. Open land on the eastern side of Northop Road also serves to directly prevent coalescence of Flint with Flint Mountain. This area of agricultural land affords open views to the Dee Estuary and beyond to the Wirral and provides a setting to the settlement of Flint. The principle of retaining the green barrier is considered appropriate.</p> <p>The green barrier designation also serves to manage the urban form of Flint Town by resisting inland expansion towards Flint Mountain and directing future development in Flint to the south eastern edge of the town.</p> <p>A proposed minor amendment to draw back the green barrier and exclude the school playing fields would not lead to the coalescence with Flint Mountain as existing residential development at Tudor Avenue and Maes Teg extends along the south eastern edge of the school playing fields. The playing fields can also be protected by virtue of a policy which will seek to safeguard recreational open space and land required for school or community use.</p> | <p>the area around the A55/ A5119 junction from visual intrusion, to prevent the coalescence of Northop with Coleg Cambria and the built up area of Maes Celyn and to prevent urban encroachment into the wider rural area.</p> <p>The green barrier is bounded to the south by the built up area of Northop and to the west by the Coleg Cambria campus on the north side of the road and residential development at Maes Celyn on the south side of the road. To the north of the settlement the green barrier is dissected by the A55 and the A5119 grade separated interchange. On the eastern side of the A5119 there are agricultural fields, a cricket ground, cemetery and sewage works all of which are compatible uses within a green barrier.</p> <p>As drawn the green barrier serves to prevent coalescence between Maes Celyn / Coleg Cambria and Northop, which is a tier 3 Sustainable Village. This is justified as there is continued pressure for development illustrated by the candidate sites which have been put forward on land adjoining Northop and Maes Celyn. Previous proposals have been mooted for a major expansion of Coleg Cambria and these have been repeated in an Alternative Site submission, for land both to the north and south of the A55.</p> <p>There is also clear significant pressure for development on the land on the northern edge of Northop where there are candidate sites and in addition Anwyl submitted a planning application for housing which was refused in March 2017 (application Ref 055807). This development pressure justifies the extent of the green barrier to the north of Northop. The fact that the Red Route has been chosen by Welsh Government for the new road will also have implications for this green barrier. In this context, it would be</p> |
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| | <p>Connah's Quay and (in conjunction with GEN4(12) the coalescence of Connah's Quay and Northop Hall. It serves to assist in managing the urban form of Connah's Quay and preventing further incremental expansion of Connah's Quay into open countryside.</p> <p>However, it is recognised that the recently announced preferred 'red route' road scheme is likely to bring with it both a development pressure and opportunity which could be stifled by designating a green barrier in the vicinity of the route. Conversely without a green barrier designation at all there could be further pressure for development which could result in Connah's Quay coalescing with Flint.</p> <p>At present there are several unknowns over the detailed design of the red route. Furthermore, the timescale for implementation is unknown but is likely to be towards the end of the Plan period and possibly beyond the end of the LDP plan period. It is therefore considered that the green barrier is the subject of a more fundamental review once the detail, implications and opportunities associated with the red route are known and understood. This will allow the consideration of development potential as part of the LDP review and a further review of the green barrier to ensure that a strategic gap is still maintained between Flint and Connah's Quay.</p> | | <p>inappropriate for significant development pressure, on the back of the red route, when it would sit adjacent to a settlement defined as a sustainable village, but which is small in size and historic in nature. This approach recognises that although there may be some new development at Northop, it should be of a small scale in keeping with the size and character of the village, rather than large scale expansion.</p> <p>In the context of the purposes of a green barrier in PPW the justification for this green barrier is: to manage urban form through controlled expansion of urban areas, assist in safeguarding the countryside from encroachment and to protect the setting of an urban area. The countryside setting for the historic village of Northop is important as it protects the setting of the conservation area and various listed buildings. It is an important function of the green barrier in this location.</p> <p>The green barrier will therefore be an important planning tool in managing urban form, and protecting the open countryside setting of this settlement. It will also assist in resisting the inevitable future pressure for development associated with the Red Route although the timescale is presently unclear. The LDP review provides the opportunity to re-assess this once the route and implications of the Red Route are more fully understood.</p> |
| <p>Recommendation</p> | <p>Retain green barrier with extension westwards up to Leadbrook Drive and to the south of the paper mill.</p> | <p>Retain green barrier but amend by drawing back boundary to east of Flint High School/Ysgol Maes Hyfryd.</p> | <p>Retain green barrier</p> |

| UDP Green Barrier | Gwernaffield-Pantymwyn GEN4(7) | Holywell-Carmel GEN4(8) | Holywell-Greenfield-Bagillt GEN4(9) |
|---|---|--|---|
| Green Barrier Function | | | |
| Prevent the coalescence of large towns and cities with other settlements | ✓ | ✗ | ✓ |
| Manage urban form through controlled expansion of urban areas | ✗ | ✗? | ✓ |
| Assist in safeguarding the countryside from encroachment | ✓ | ✓ | ✓ |
| Protect the setting of an urban area | ✗ | ✗ | ✗ |
| Assist in urban regeneration by encouraging the recycling of derelict land and other urban land | ✗ | ✗ | ✗ |
| Other Considerations | | | |
| Significant development pressure? | No - 1 candidate site. No UDP sites No Alternative Sites | No candidate Sites. 3 omission UDP sites. No Alternative Sites | Yes.7 candidate sites.10 UDP omission sites. No Alternative Sites |
| Duplication with other policy designations | Part Minerals Safeguarding Area | Part Minerals Safeguarding Area | Parts are in the Minerals Safeguarding Area. |
| Assessment | A small (9.7 ha) gap between two Category C - small villages in the UDP. In the emerging LDP both Pantymwyn and Gwernaffield are identified as Defined Villages which have limited services and facilities to sustain local needs. Development in | This small (11.08 ha) green barrier sits to the north of Carmel and west of Holywell. As drawn the green barrier does not actually serve to prevent coalescence because these two settlements have coalesced on the south side of the A5026 | This modest (68.5 ha) green barrier between the defined settlements of Holywell, Greenfield and Bagillt has, and still is, experiencing significant development pressure. |

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| | <p>the form of large scale housing allocations will not comply with the Preferred Strategy. Given the lack of development pressure and the fact that development in this location could be controlled by the presence of settlement boundaries it is not considered that green barrier protection would ordinarily be necessary over and above strong national and local open countryside policies.</p> <p>However, it is necessary to look in more detail at the particular circumstances of the narrow gap between the settlements. To do this it is necessary to look at the two distinct parts of the green barrier.</p> <p>The bulk of the open countryside gap on the south side of Cilcain Road forms part of the golf course in the form of tees and greens as part of several fairways. The remaining (north eastern) triangular part of the green barrier comprises scrub vegetation and trees adjoining the western edge of The Links housing estate. The green barrier slopes down northwards to the road and development on it would be visually prominent and would harm the unfettered operation of the golf course.</p> <p>The golf course extends much further west than the present western boundary of the green barrier. Along the roadside the green barrier is some 350m from the settlement boundary on the eastern edge of Pantymwyn. It is the golf course itself therefore which secures the retention of a</p> | <p>Holway Road. On the ground it is difficult to differentiate the boundary between the two settlements.</p> <p>The only purpose for this green barrier is therefore to prevent the expansion of Holywell into open countryside north of the A5026 and thus assist in safeguarding the countryside from encroachment. As presently drawn the green barrier does not actually represent the title, as it does not extend up to the edge of Holywell, due to an intervening strip of open land.</p> <p>During the UDP this green barrier was seen as preventing the extension of Holywell (Holway) westwards along the north side of Holway Road because the prominent open land provides an attractive setting to Carmel. However, this function on its own is not considered sufficient to justify the designation of this green barrier when an open countryside policy could provide protection from development.</p> <p>Currently there is no significant development pressure in this area. However in light of the lack of development opportunities in Holywell, maintaining the green barrier could prevent the release of land as part of a western urban extension to Holywell.</p> <p>If the settlement of Holywell is extended to the west there are sound and defensible boundaries which would mean that open countryside policy could be relied upon to ensure an open gap of land can still be retained on the north side of the A5026.</p> <p>It is not considered that this small green barrier is justified.</p> | <p>The green barrier comprises open countryside to the north of A5026 and to the north and west of Pen-Y- Maes Road. The green barrier seeks to prevent coalescence between the north eastern edge of Holywell, the eastern (coastal) end of Greenfield and the western edge of Bagillt.</p> <p>The key strategic gap is on the north side of Pen-Y-Maes Road given the development pressure in the form of candidate sites. In the context of this significant development pressure it is necessary to retain this wedge of green barrier in order to prevent the possibility of coalescence occurring and to prevent encroachment of development into prominent open countryside.</p> <p>The remainder of the green barrier comprises a long and narrow belt of land between the A5026 and Pen-y-Maes Road which then extends along the southern edge of built development to the south of Pen-y-Maes Road. The topography of this part of the green barrier and tree cover on the north side of A5026 presents a considerable physical and landscape constraint to development. There is also little likelihood of coalescence given the distance involved and the urban form of the edge of this part of Holywell. It is therefore considered that the southern part of the green barrier does not contribute to the purpose of the green barrier which is to prevent coalescence. It is therefore not considered that this part of the green barrier is justified as open countryside policies offer sufficient protection.</p> |
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| | <p>significant gap between the two settlements, rather than the smaller green barrier. A small green barrier on part of the golf course is not necessary or justified.</p> <p>On the north side of the road, is a narrow gap between existing development at the cul de sac Bwlch y Ddeufryn, on the western edge of Gwernaffield and development at Bryn Coch Lane on the eastern edge of Pantymwyn. The narrow gap comprises a meadow and is situated in a prominent and elevated position on a bed between the two settlements. The meadow affords extensive open views to the north. Its retention as a green barrier will serve to prevent the coalescence of the two settlements and protect the open character of a particularly sensitive parcel of land which acts as a setting to each settlement. The retention of this part of the green barrier is justified.</p> | | |
| Recommendation | Retain the green barrier but delete that part of the green barrier on the south side of the road. | Delete green barrier | Retain the green barrier but delete the land between the A5026 and Pen-Y-Maes Road. |

| UDP Green Barrier | Mold-Gwernymynydd GEN4(10) | Mold - Mynydd Isa / Sychdyn / New Brighton GEN4 (11) | Connah's Quay - Northop Hall / Ewloe / Shotton GEN4 (12) |
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| Green Barrier Function | | | |
| Prevent the coalescence of large towns and cities with other settlements | ✓ | ✓ | ✓ |
| Manage urban form through controlled expansion of urban areas | ✓ | ✓ | ✓ |
| Assist in safeguarding the countryside from encroachment | ✓ | ✓ | ✓ |
| Protect the setting of an urban area | ✓ | ✓ | * |
| Assist in urban regeneration by encouraging the recycling of derelict land and other urban land | * | * | * |
| Other Considerations | | | |
| Significant development pressure? | Yes 8 large candidate sites submitted for housing development. 6 UDP sites. No alternative Sites | Yes 17 candidate sites submitted.16 UDP sites. 6 Alternative Sites | Yes 18 candidate sites - 4 of which are seeking protection of existing green barrier designations.10 UDP sites. 1 Alternative Site |
| Duplication with other policy designations | Part Minerals Safeguarding Area | Part Minerals Safeguarding Area. Flood risk. Wildlife Sites. Scheduled Ancient Monument | Part Minerals Safeguarding Area. Significant part is a SSSI and a SAC. |
| Assessment | A strategic gap comprising 97 ha of prominent and sensitive open countryside rising up to Gwernymynydd from Mold. The principle of retaining the green barrier | Extensive (502 ha) strategic green barrier between Mold and nearby settlements of Mynydd Isa, New Brighton and Sychdyn. Significant development pressure in these areas as evidenced by UDP omission sites | This is a large (437ha) strategic green barrier separating Connah's Quay from the settlements of Northop Hall and Ewloe and seeking to prevent further coalescence between Connah's Quay and Shotton. |

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| | <p>is considered appropriate having regards to the above functions it fulfills.</p> <p>The straight line distance between the built development at Mold and Gwernymynydd is some 640m. The sensitivity of this gap is enhanced as a result of the A494T running through it and the roundabout junction with the A5119 Ruthin Road, which provides a gateway access into Mold. Much of the green barrier comprises land which rises gently up to the edge of Gwernymynydd.</p> <p>The green barrier clearly performs a strategic function in preventing the coalescence of the two settlements and it also serves to prevent encroachment of development into prominent open countryside. The area has also seen development pressure during the preparation of successive Plans. The rising land provides a setting to the edge of both settlements and it also assists in protecting the setting of the sensitive cluster of listed buildings at Upper Bryn Coch.</p> <p>A minor amendment is also proposed to remove from the green barrier designation the 3 dwellings which are under construction at Tros y Wern, Gwernymynydd.</p> | <p>and LDP candidate sites. The principal functions of this green barrier is to prevent the coalescence of the town with each of these outlying settlements and to prevent encroachment into open countryside.</p> <p>The green barrier can be broken down into a number of distinct elements:</p> <p>Mold – Sychdyn This green barrier comprises the flood plain associated with the River Alyn and the rolling agricultural landscape rising up to Sychdyn. The north westwards expansion of Mold is constrained by the flood plain (zone C2) and therefore the coalescence of Mold with County Hall / Sychdyn is unlikely. However, there is an intervisibility between the edge of Mold and development off Raikes Lane, emphasized by the open character of the Alyn Valley.</p> <p>The land to the north of Black Brook Rd comprises agricultural land with mature hedgerows and punctured by woodland belts. Topographically the land rises steeply in part up to the edge of Sychdyn at the junction of Blackbrook Road and Raikes Lane. Candidate sites on the western edge of Sychdyn extend southwards along Raikes Lane to a point only 90m to the north of The Glasfryn, where there is clear visibility to and from Mold. The green barrier therefore functions at this point to protect the open character and appearance of the Alyn Valley, by preventing harmful encroachment into open countryside.</p> <p>Although there is little likelihood of actual physical coalescence with Mold due to flood risk, the green barrier serves to protect the open character of the Alyn Valley and the landscape relationship between the town of Mold and the outlying</p> | <p>The western part of the green barrier seeks to prevent the coalescence of Connah's Quay and Northop Hall. This is a narrow gap between a main service centre and sustainable village where there is significant and long standing development pressure. This part of the green barrier is fully justified in preventing coalescence and resisting further encroachment into open countryside.</p> <p>In the eastern part of the green barrier a significant tract of land is part of Wepre Park and Wood which is designated as a SSSI and SAC. These designations extend in the form of a linear finger of land to the south of Connah's Quay extending from Shotton in the east to Northop Hall in the west. It effectively prevents the southwards expansion of Connah's Quay and ultimately prevents direct coalescence with Shotton, Ewloe or Northop Hall. However, there is significant development pressure on the edge of Ewloe Green and the deletion of this part of the green barrier would leave Ewloe / Ewloe Green particularly vulnerable to built development. Despite the Wrexham – Bidston railway line forming a firm and defensible boundary there is a chance that the settlement boundary could be compromised and resulting in the threat of coalescence of Ewloe Green, Shotton and Aston and part of Connah's Quay. Given the risk of coalescence and the need to control urban encroachment into open countryside, the retention of the green barrier is justified.</p> <p>Para 3.64 of PPW states 'They may be used to provide a buffer between the settlement edge and statutory designations and safeguard important views into and out of the area'. This is applicable to this particular green barrier.</p> |
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| | | <p>village of Sychdyn, and built development at County Hall. The green barrier mirrors the green barrier to the east of the A5119 at Leadmill Bridge, which serves to prevent the coalescence of Mold and New Brighton / Mynydd Isa.</p> <p>Mold – Mynydd Isa</p> <p>There is a narrow and strategic gap between the edge of Mold and Mynydd Isa. This gap is prominent in that it sits around the roundabout junction between the A494(T), the A549, and the A541. The roundabout is accompanied by the recently refurbished and extended petrol filling station and the conversion of the former Pen y Bont farmhouse into a pub / restaurant. Despite this though, the roundabout and these two development still sit within a rural context where open countryside extends right up to the roundabout. The A494(T) dissects a large parcel of land known as Pen y Bont. However, the bulk of the Pen y Bont site is at a higher level than the roundabout and affords prominent views of wider open countryside. This gives it a feeling of spaciousness and openness which adds to it being part and parcel of the wider green barrier. The UDP Inspector commented ‘... <i>given the scale of the site and its rural appearance I do not agree that it is seen as an integral part of the built up area. It is clearly part of the countryside and contributes towards the gap between settlements. Despite its street lighting and petrol filling station my site visit confirmed that the roundabout is perceived as a being within the rural not urban area. I indicate above that at some time in the future the land may prove suitable for development, but that does not to my mind justify its deletion from the green barrier given the present circumstances where it forms an</i></p> | <p>In assessing candidate sites, two candidate sites between Holywell Rd and Green Lane have been allocated for housing. Although this requires a drawing back of the green barrier, the two sites together represent a logical extension to the settlement. The presence of the New Inn Brook, which is a wildlife site and continues on from the Deeside and Buckley Newts SAC acts as a firm and defensible boundary and will limit the outward spread of this part of the settlement, with no resultant threat of coalescence. The loss of this parcel of land does not harm the integrity of the wider Green barrier.</p> |
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| | | <p><i>integral part of the gap between settlements and prevents encroachment into the rural area. Until such time as the situation is reviewed the development off Woodlands Road provides a firm defensible boundary</i>. In terms of development options for Mold there is land on the north western edge of the town which is not affected by green barrier designation. There is no justification for a significant incursion into this green barrier when land is available outside of the green barrier.</p> <p>Sychdyn / New Brighton There is a narrow gap between the two settlements comprising land either side of New Brighton Road. Despite the presence of Wats Dyke which is a Scheduled Ancient Monument running through this part of the green barrier, it is necessary to protect the gap between the two settlements, given the level of development pressure. However, it is not considered necessary for the green barrier to wrap around the north eastern edge of New Brighton, to the east of the hotel. It is therefore considered that this part of the green barrier should be deleted</p> <p>Mynydd Isa / New Brighton The line of the A494(T) forms a firm and defensible boundary to the eastern edge of New Brighton. The deletion of this part of the green barrier will provide scope for residential development without harming the maintenance of a gap between the settlement and Mynydd Isa. The land to the east and west of Bryn y Baal Road forms part of a swathe of land which contributes to the objective of keeping separate the settlements of New Brighton, Mynydd Isa and Mold. This part of the green barrier should be retained.</p> | |
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| Recommendation | Retain green barrier but delete the three recently constructed dwellings at Tros y Wern Farm | Retain green barrier but delete: i) the strip of land to the east of the hotel in New Brighton ii) the strip of land on the eastern edge of New Brighton, bounded by the A5119 to the north, the A494 to the east and Bryn y Baal Rd to the south | That green barrier is retained but that land between Holywell Road and Green Lane is removed from the green barrier to facilitate a housing allocation |
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| UDP Green Barrier | Shotton – Mancot – Hawarden - Ewloe GEN4 (13) | Hawarden – Mancot - Hawarden Airport - Saltney (S River Dee) GEN4 (14) | Broughton - Hawarden Airport – Saltney - Cheshire Border GEN4 (15) |
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| Green Barrier Function | | | |
| Prevent the coalescence of large towns and cities with other settlements | ✓ | *? | ✓? |
| Manage urban form through controlled expansion of urban areas | ✓ | ✓ | ✓? |
| Assist in safeguarding the countryside from encroachment | ✓ | ✓ | ✓ |
| Protect the setting of an urban area | ✓ | ✓ | * |
| Assist in urban regeneration by encouraging the recycling of derelict land and other urban land | * | * | ✓ |
| Other Considerations | | | |
| Significant development pressure? | Yes 10 candidate sites. 11 UDP sites. 1 Alternative Site | Yes 7 candidate sites. 4 UDP sites. No Alternative Sites. | Yes 5 candidate sites. 1 UDP site. No Alternative Sites. |
| Duplication with other policy designations | Listed Buildings | Best and most versatile agricultural land, flood risk | Parts are in the Minerals Safeguarding Area. Flood risk (part). Best and most versatile agricultural land (part) |
| Assessment | 140 ha green barrier comprising of a strategic and narrow area of land separating several settlements with significant development pressure. The principle of retaining the green barrier is considered appropriate having regards to the above functions it | Extensive (490ha) green barrier to the north and east of Hawarden to prevent further coalescence of Hawarden/ Mancot and Mancot/Sandycroft. It extends eastwards to Hawarden Airport and includes the flat open agricultural land between the northern perimeter of the airport and southern edge of | This large (464 ha) green barrier forms a strategic gap between Broughton/Bretton and Saltney and the Cheshire border. It comprises open and flat land where development would harm its open character and appearance. |

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| <p>fulfills, in particular the prevention of further coalescence of the settlements.</p> <p>The southern part of the green barrier focuses on the narrow gap between Hawarden and Ewloe, on the north side of the B5125 The Highway. This part of the green barrier is bounded to the north by the railway line. On the northern side of the railway line the swathe of open countryside serves to prevent the coalescence of Hawarden with the small 'outlier' part of Shotton / Aston, which lies on the eastern side of the A494. This gap is narrow and has experienced recurring development pressure.</p> <p>To the north east of Aston Hall the green barrier widens to extend from Hawarden westwards to the A494 and Shotton / Aston and Queensferry / Willow Park. In this location there is a prominent and open swathe of countryside which serves to prevent coalescence.</p> <p>To the north east of Gladstone Way the swathe of open countryside serves to retain an open gap between the separate settlements of Mancot, Sandycroft, Pentre and Queensferry (Willow Park).</p> <p>It is considered that the green barrier should be retained in terms of the key functions of preventing coalescence and encroachment into open countryside.</p> <p>In the longer term, possibly as part of LDP2, it is considered a more in depth review of the green barrier should be undertaken. This</p> | <p>the River Dee between Sandycroft to the west and Saltney to the east.</p> <p>In looking at the green barrier between Hawarden and Mancot in the vicinity of Ash Lane it is considered that this area does not contribute to the overall integrity of green barrier designation. The parcel of land is contained by the built up area of Hawarden to the west and Mancot to the north and east such that it is not strategically important in separating the two settlements. In considering an omission site at the UDP Inquiry the Inspector recommended that the site be deleted from the green barrier and allocated for housing. In the light of this planning history the site is not considered appropriate to be retained as green barrier and is allocated for housing.</p> <p>To the south of the above area it is proposed to retain the green barrier as it is considered necessary to maintain a strategic gap between Mancot and the historic built up area of Hawarden. The green barrier then wraps around the eastern edge of Mancot towards Sandycroft. This section of the green barrier is important in protecting the setting of the historic settlement of Hawarden and preventing the south eastwards encroachment of Mancot into open countryside. This edge of Mancot is well defined and very rural in character and appearance and it is appropriate that a green barrier protects this.</p> <p>The green barrier to the south east of Moor Lane is not considered to contribute to the function of this particular green barrier as the green barrier is wider than necessary to achieve its objective. Similarly it is not considered that there is a need for the green barrier to extend to the east of Sandycroft and along the southern edge of the River Dee. The deletion of this part of the green</p> | <p>The A55 provides a firm and defensible boundary to any expansion southwards of Broughton. However, the location of the extended Warren Hall strategic site on the south side of the A55 (and the need to consider a further extension southwards) would result in a narrow gap between Warren Hall and Higher Kinnerton. This is emphasised by the recent Elan Homes planning permission which extended Higher Kinnerton north westwards, towards Warren Hall. It is therefore considered necessary and appropriate to retain this green barrier and extend it south westwards to include land at the junction of Kinnerton Lane and Lesters Lane and extending along the north side of Main Road to the County boundary.</p> <p>The next section of the green barrier extends between the eastern edge of Bretton and the western edge of Saltney on both the northern and southern side of the A5104 Chester Road.</p> <p>On the south side of the A5104 Chester Road the green barrier wraps around the southern edge of Bretton and Broughton Shopping Park. It then extends eastwards along the County boundary to Sandy Lane Saltney. The landscape in this area is flat and open in character and appearance and the green barrier reflects the adjacent Cheshire Green Belt. Broughton sits at the heart of the growth area which is referenced in the Wales Spatial Plan. The present green barrier sits tight against Bretton Road and the shopping park and the settlement boundary for Bretton and offers no scope for future growth. The gap between Bretton and Saltney is 2.1km and the green barrier is considered to be larger than is necessary to prevent coalescence. It is therefore considered appropriate to draw back the green barrier so that it</p> |
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| | <p>recognises that the progression of the red route may provide an opportunity for an urban extension in this broad location, benefitting from increased highways capacity on the A494. However, for the purpose of this LDP the Northern Gateway site should be the primary focus for development and regeneration.</p> | <p>barrier provides longer term flexibility to allow for improved linkages between the two separate parts of the Deeside Enterprise Zone and possibly longer term development at Sandycroft and Airbus / Hawarden Industrial Estate subject to the consideration of flood risk and agricultural land issues.</p> <p>It is considered necessary and appropriate to retain the narrow and sensitive gap between Saltney and Airbus/Broughton Mills. The gap here is well defined and comprises flat agricultural land which is dissected by the North Wales Coast Railway. The landscape is open and prominent with some inter – visibility of development at Airbus and the edge of Saltney. The green barrier in this location serves to prevent the coalescence of Saltney with Broughton / Airbus and prevent the encroachment of built development into open countryside and protect the open setting to the built up area of Chester.</p> <p>It is therefore proposed that the existing green barrier is retained between the eastern edge of Airbus and the western edge of Saltney Ferry Road but that it does not extend further than a diagonal drain (with hedgerow) which runs south west and north east. On the basis that the remaining green barrier along the southern edge of the R. Dee is to be deleted, it is proposed that the small retained part of the green barrier is added to the Broughton-Hawarden Airport-Saltney-Cheshire green barrier number 15 (see GEN4-15) in the form of a northwards extension to that green barrier.</p> | <p>broadly follows the line of the green barrier alongside Broughton Mills Industrial Estate, on the north side of Chester Road.</p> <p>The remaining green barrier is sufficiently robust and well defined to prevent coalescence with Saltney. However the remaining green barrier would allow for possible future expansion eastwards of Broughton / Bretton.</p> <p>The next section of the green barrier to the north of Chester Road serves to protect the narrow gap between Saltney Ferry Road and the Airport Development Zone. This is flat and open land which is prominent from the main North Wales Coast Railway line.</p> <p>In this narrow gap between the Airport Development Zone and Saltney, there are two separate green barriers. The boundary between the two follows the line of the former branch railway line (Mold Junction) which turns south westwards towards Broughton. This green barrier (GEN4- 15) is to the south of this line and the adjacent green barrier (GEN4 -14) is to the north of this line. Given that GEN4-14 is recommended to be deleted alongside the River Dee, it is proposed that GEN4-15 be extended slightly northwards to a well defined drainage ditch with mature hedgerow, which runs in a south west – north east direction.</p> |
| <p>Recommendation</p> | <p>Retain the green barrier</p> | <p>Retain green barrier but:- i) delete land to the rear of and between residential development on Park Avenue / Gladstone Way and Ash Lane, Mancot: ii) delete land to the east of Moor Lane and alongside the southern edge of the River Dee:</p> | <p>Retain green barrier and : i) Extend the green barrier to include the gap between Warren Hall, Higher Kinnerton and the County boundary ii) Extend the green barrier slightly to the north west of Saltney Ferry Road (to</p> |

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| | | iii) add a small part of the existing green barrier between Saltney and Airbus to green barrier No15 (Broughton - Hawarden Airport –Saltney - Cheshire Border) in the form of a northwards extension. | account for the deletion of the remaining green barrier GEN4-14) |
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| UDP Green Barrier | Sealand - Cheshire Border (N River Dee) GEN4(16) | Buckley - Little Mountain – Dobshill – Drury – Hawarden - Ewloe GEN4 (17) | Hope - Caergwrle GEN4 (18) |
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| Green Barrier Function | | | |
| Prevent the coalescence of large towns and cities with other settlements | ✓ | ✓ | * |
| Manage urban form through controlled expansion of urban areas | ✓ | ✓ | * |
| Assist in safeguarding the countryside from encroachment | ✓ | ✓ | ✓ |
| Protect the setting of an urban area | ✓ | ✓ | * |
| Assist in urban regeneration by encouraging the recycling of derelict land and other urban land | ? | ? | * |
| Other Considerations | | | |
| Significant development pressure? | Yes 8 candidate sites. 12 UDP omission sites. 7 Alternative Sites | Yes several candidate sites. 22 UDP omission sites. 9 Alternative Sites | Very limited development pressure – 1 small candidate site. 2 UDP omission sites. No Alternative Sites |
| Duplication with other policy designations | Minerals Safeguarding Area. Parts SSSI and SAC. Best and most versatile agricultural land, flood risk | Parts are within Minerals Safeguarding Area. | Fluvial flood risk zone, Minerals Safeguarding Area and Conservation Area |
| Assessment | The largest green barrier in the County comprising of 1502 ha of flat and open agricultural land on the north side of the River Dee bounded by the Cheshire border. | Extensive green barrier of 511ha located to the south east of Buckley, east of Drury and Ewloe and south of Hawarden. It is designated to prevent the coalescence of Hawarden with Ewloe, Buckley with Drury and Drury with Ewloe and Buckley with | Modest (49ha) green barrier bounded to the east by Hope, to the north by Fagl Lane, to the west by the A541 and to the south by Caergwrle. The green barrier does not separate distinct settlements as Hope and Caergwrle (together with |

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| | <p>The green barrier meets all of the functions set out in PPW and new development would be extremely prominent and conspicuous.</p> <p>The green barrier mirrors the Cheshire green belt and is justified given its open character and appearance and the level of development pressure in and around the city of Chester.</p> <p>The green barrier boundary at the junction of the A548 and A494(T) presently cuts across the middle of a swathe of land located to the north of Drome Road. This boundary appears to be the result of the improved interchange being built after the original boundary was digitized. The piece of land is well contained by existing built development and the road infrastructure and is different in character from the flat agricultural landscape north of the A548. Planning Committee on 03/04/19 resolved to grant planning permission for a park and ride on this land. The green barrier boundary should be drawn back to the line of the A548 so as to follow a firm and defensible boundary.</p> <p>Similarly on the eastern side of the interchange the green barrier boundary cuts across a swathe of land located between the interchange and the A548 / Green Lane East. This boundary appears to be the result of the improved interchange being built after the original boundary was digitized. The green barrier should be drawn back to follow the curved road alignment so as to follow a firm and defensible boundary.</p> | <p>Penyffordd in the south. The green barrier also forms a break between residential development at Buckley and the Padeswood / Castle Cement works which although is not a settlement, does comprise a large built up form in the landscape.</p> <p>South of Buckley / Padeswood. This part of the green barrier comprises prominent and open land which rises from the A5118 at Padeswood up to the prominent edge of built development along the southern edge of Spon Green and Meg's Lane. The area has seen significant development pressure over successive development plans and recent planning applications and the green barrier has been upheld by successive Inspectors. The green barrier seeks to prevent coalescence of Buckley with built development at Padeswood and seeks to prevent encroachment into open countryside which provides a setting to the built form of this part of Buckley. The land fulfils the purposes for green barrier designation and should be retained.</p> <p>A small part of this green barrier extends to the north east side of Bannel Lane. The northern extreme of this small wedge shaped piece of land is bounded by development on three sides by a ribbon of development extending along Bannel Road, development at Westbury Drive, a short ribbon of development along Chester Road and a depot / industrial estate. Along Chester Road the undeveloped gap is some 140m whilst the gap between Haulfryn and the depot / industrial estate is 105m. The degree of enclosure of the land by built development results in it not contributing to the purposes of the green barrier. It is therefore recommended that the green barrier be drawn back to a line between Glan Menai on</p> | <p>Abermorddu and Cefn y Bedd) is identified as one settlement in planning terms. In addition there is a lack of development pressure as is evidenced by the submission of 1 small candidate site. Furthermore the prospect of future development pressure at this location is no longer a realistic one following the deletion of the A550/A541 Hope Caergwrlle Bypass from the County Council's road programme.</p> <p>The Wrexham to Bidston railway line provides a strong physical limit to the expansion westwards of Hope. The presence of the sewage works and the risk of flooding from the River Alyn also provide strong constraints to further development to the north of Caergwrlle. Despite the open character of the Alyn Valley it is not considered that green barrier protection is necessary over and above strong national and local open countryside policies together with the presence of physical and environmental constraints.</p> |
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| | | <p>Bannel Lane and the depot / industrial estate.</p> <p>Drury / Buckley. The settlement of Drury lies to the north east of Buckley. At the northern end this gap (on the south side of the junction of Drury Lane and Mount Pleasant Road), the gap between the two settlement boundaries is some 70m. At the southern end of the gap (between Drury New Road and development at Rosewood Grove) the distance between the two settlement boundaries is 200m. The gap between the two settlements is dissected by Drury New Road. The land on either side of Drury New Road is prominent and has a feeling of openness, despite the proximity of the two settlements.</p> <p>The direct coalescence of the two settlements is ultimately prevented by the SSSI / SAC adjoining the western edge of the green barrier, and the GCN ponds comprising the ecological mitigation areas associated with The Heathlands development. However, the removal of the green barrier would potentially erode the openness of this swathe of land to the point where there would be only a very narrow or negligible gap between the two settlements. Drury is also a relatively small settlement when compared with Buckley and the green barrier helps in retaining its present scale, character and form. The green barrier is justified in terms of preventing the near coalescence of the two settlements and preventing urban encroachment into open countryside.</p> <p>Para 3.64 of PPW states ‘They may be used to provide a buffer between the settlement edge and statutory designations and safeguard important views into and out of the area’. This is applicable to this particular green barrier.</p> | |
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| | | <p>Little Mountain /Dobshill /Penyffordd This area of land to the north of the A5118 and the west of the A550 has experienced development pressure in successive development plans. The land is generally flat and open in character and the three settlements are in relatively close proximity. The green barrier wraps around the southern edge of Buckley and Little Mountain and is necessary to prevent encroachment of Little Mountain eastwards and to resist coalescence.</p> <p>Land to the east of Drury. The green barrier seeks to continue to protect the broad swathe of land to the east of Buckley, Little Mountain by wrapping around the north eastern edge of Drury. The land slopes gently down from Drury to the A55(T) and the land is very prominent to passing traffic. In the case of Drury there are already opportunities for development within the existing settlement boundary in the vicinity of Bank Lane and Dinghouse Wood (the latter recently secured planning permission for housing). The land between Drury and the A55 seeks to protect a prominent parcel of land alongside the A55. The green barrier therefore serves to prevent encroachment into prominent open countryside and the setting of this part of the settlement. Furthermore it seeks to facilitate the development of existing land, already within the settlement boundary.</p> <p>Ewloe / Hawarden To the north of the A55 the green barrier presently includes land extending eastwards from the edge of Ewloe to the A550 and northwards to Hawarden. Included in the green barrier is land between the railway line and A550 which comprises the golf course, woodland belts and the valley following Broughton Brook. There is little likelihood of</p> | |
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| | | development pressure in terms of existing land uses, topography and constraints. It is therefore considered appropriate to delete the green barrier to the east of the railway line as this is not necessary to meet the objectives of the green barrier in separating Ewloe and Hawarden. The remaining green barrier will seek to prevent further encroachment of Ewloe into open countryside and will prevent the coalescence of Ewloe and Hawarden. | |
| Recommendation | Retain green barrier but two minor revisions to draw back the boundary on the east and west side of the A548 / A494(T) interchange. | Retain green barrier but : i) Delete that part of the green barrier between Bannel Lane and Chester Road to a line between Glan Menai and the depot / industrial estate ii) Delete that part of the green barrier between the railway line and the A550 between the A55 and Hawarden | Delete green barrier. |

| Proposed Green Barrier | Penyffordd / Penymynydd (West) | Penyffordd / Penymynydd (East) | Sychdyn (north eastern extension) |
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| Green Barrier Function | | | |
| Prevent the coalescence of large towns and cities with other settlements | * | * | * |
| Manage urban form through controlled expansion of urban areas | * | * | * |
| Assist in safeguarding the countryside from encroachment | * | ✓ | ✓? |
| Protect the setting of an urban area | * | ? | * |
| Assist in urban regeneration by encouraging the recycling of derelict land and other urban land | * | * | * |
| Other considerations | | | |
| Significant development pressure? | 9 candidate sites seeking housing, 2 candidate sites seeking employment / UDP omission sites / 1 Alternative Site | 6 candidate sites seeking housing / UDP Omission Sites. 8 Alternative Sites | 2 candidate sites seeking housing / 2 UDP omission sites. No Alternative Sites. |
| Duplication with other policy designations | | | Schedule Ancient Monument |
| Assessment | The suggested green barrier (PEN029) seeks to designate land to the west of | The suggested green barrier (PEN30) seeks to designate land to the east of the | The present green barrier extends north westwards up to the edge of built |

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| | <p>the A550 but also to include parcels of land between the existing settlement boundary and the A550 including:</p> <ul style="list-style-type: none"> i) The land between Hawarden Road and the A550 to the north of Wood Lane Farm ii) A small triangular parcel of land adjoining the south west corner of the Wood Lane Farm development iii) A small play area and adjoining wooded area off Ffordd Derwyn / Plas yn Rhos iv) Land to the north of Rhos Road v) A ribbon of land extending south eastwards from Rhos Road to existing residential development at Westview <p>Several of these parcels of land have also been put forward through other candidate site submissions for protection as agricultural land or as open space / wildlife buffer – these will be reported on separately.</p> <p>Land to the west of the A550 The A550 provides a firm and defensible boundary to the settlement of Penyffordd / Penymynydd and acts as a strong physical barrier to the expansion of the settlement on to the western side of the A550. The Inspector in the Rhos Road (N) adopted such an approach. However, this is not to say that all land within the line of the by-pass is suitable or appropriate for development.</p> <p>The only settlement to the west of Penyffordd / Penymynydd is Pontblyddyn which is 2.3km distant. There is therefore no risk of coalescence with this settlement. To the north west of Penyffordd / Penymynydd is Buckley but the expansion of Buckley is already</p> | <p>present settlement boundary. The suggested boundary includes fields which in effect mirror the form and shape of the eastern edge of development in the settlement. It extends from Platt Lane at the southern edge of the settlement to the public bridleway along the southern edge of the White Lion development and associated open space.</p> <p>The only settlement to the east of Penyffordd / Penymynydd is Higher Kinnerton which features in the same tier of the settlement hierarchy i.e. in the third tier of 'sustainable villages'. Higher Kinnerton has recently seen a planning permission (which is now under construction) at its north western edge, and will extend development up to a well-defined public right of way / track. To the west of the track is two listed buildings (Kinnerton Lodge and its stable blocks) which represent a constraint to further development. In reviewing GEN4(15) it is proposed to extend that green barrier to include the land between Higher Kinnerton and the Warren Hall Strategic site. The western edge of Higher Kinnerton also has listed buildings at Crompton Hall and Kinnerton Hall which also represents a constraint to westwards expansion. Although Higher Kinnerton is a sustainable village it is a relatively small settlement and any future development proposals would need to reflect this in terms of scale of development. In this context and the specific constraints to development along the western edge of the settlement there is little likelihood of coalescence with Penyffordd/Penymynydd.</p> <p>The Preferred Strategy has a strategic mixed use allocation at Warren Hall which has included a modest westwards extension. The extension extends up to</p> | <p>development at Pen-y-Pentre and up to a field boundary adjacent to Glan y Gors on Alltami Road. The suggested green barrier would extend along Alltami Road in a north westerly direction, wrapping around the Ffordd Eldon planning permission, up to the line of a public footpath extending from Ffordd Celyn and Ffordd Eldon up to Alltami Road.</p> <p>The objective of the existing green barrier is to prevent the coalescence of Sychdyn and New Brighton. In the assessment of GEN4(11) it is considered that the land to the east of the line of Wats Dyke does not serve this purpose. Given the arrangement of built development at New Brighton, relative to New Brighton Rd and Wats Dyke, there is no risk of coalescence on the eastwards side of the Dyke. In addition, the section of the Dyke between the two settlements is a Scheduled Ancient Monument which brings with it protection from development. The key gap to be protected is the land to the west of the Dyke.</p> <p>The suggested extension to the green barrier seeks to prevent development of Sychdyn in a northerly direction. Alltami Road represents a logical and defensible boundary to further development and to the north of this is Pwll y Gaseg Wood which is a large woodland extending to the north of Alltami Road. This woodland forms part of the Historic Park and Garden associated with Soughton Hall, and brings with it protection from development.</p> <p>The only settlement to the north of Sychdyn is Northop which is 1.5m away and separated by a historic park and garden and several listed buildings comprising Soughton Hall. Given that the two settlements feature in the third tier of the settlement hierarchy as sustainable villages, but are small settlements, it is not considered that there is</p> |
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| | <p>controlled by a green barrier which extends south eastwards to the junction of the A5118 / A550 on the edge of Penyffordd/Penymynydd.</p> <p>To the west of the proposed green barrier is Padeswood Cement Works. The 250m buffer zones associated with two landfill sites extends almost to the suggested boundary and the cement works itself has a consultation zone for any development which might impact on the safe operation of the works or result in an amenity or environmental impact on the proposed development. The cement works represents a constraint to residential development to the west of the A550.</p> <p>The proposer of the green barrier has also proposed a significant 2.3ha employment site to north of the A5104 and bounded by the A550 and the railway line. Such employment development would clearly be inappropriate development within a green barrier and would harm openness. The introduction of any development on the western side of the A550 would weaken the significance of the A550 to prevent the westwards expansion of the settlement and create a precedent for further development proposals.</p> <p>The proposed green barrier would not meet any of the objectives or functions of a green barrier and it would be inappropriate to designate it as such.</p> <p>Land between A550 and settlement As set out above the A550 is considered to represent a robust and defensible boundary along the western edge of the settlement. This view was</p> | <p>Kinnerton Lane which represents a firm and defensible boundary, given the road and the line of mature trees along the edge of the allocation. The distance between the edge of this allocation and the edge of built development at the White Lion site is just under 1km.</p> <p>Penyffordd / Penymynydd has seen significant development pressure as a result of the Councils inability to demonstrate a 5 year housing land supply. However it is not considered that there is any likelihood of the coalescence of Penyffordd / Penymynydd with Warren Hall, which is a stand- alone strategic site within well-defined physical boundaries. The presence of the open space and ecological mitigation area alongside the eastern edge of the White Lion housing development (outside settlement boundary) demonstrates a clear intention to prevent further eastwards expansion of development eastwards along the A5104.</p> <p>Given the distance between Penyffordd / Penymynydd and the Warren Hall strategic site and the nature of the intervening countryside, it is not considered that there is any likelihood of coalescence between the two. Although a green barrier might assist in preventing eastwards encroachment of built development into open countryside, it is not considered that this on its own, is sufficient to warrant a green barrier designation.</p> | <p>any likelihood of coalescence. Whilst green barrier designation might assist in preventing encroachment of development into open countryside, it is not clear what the harm would be from some further expansion northwards up to Alltami Rd of this part of the settlement, subject to a range of matters being acceptable.</p> <p>The suggested extension to the green barrier is not considered to meet the necessary criteria for designation. Furthermore, the remainder of the green barrier, to the east of the Dyke, is proposed to be deleted, and this adds to the case for not extending the green barrier.</p> |
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| | <p>taken by the Inspector in the Rhos Rd (N) appeal decision. However, this does not mean that all land on the eastern side of the A550 should be developed. The same proposer of the green barrier has put forward a number of other candidate sites seeking the protection of various parcels of land and these will be considered separately. However, as a general overview there are parcels of woodland and other land where development would be inappropriate either because they are of recreational, landscape or ecological value. It is more appropriate for each of these parcels to be considered on their merits, rather than to seek to impose a green barrier designation. Furthermore, these sites are already generally protected from development by virtue of being outside the settlement boundary. It is not considered that there is any justification for a green barrier between the settlement boundary and A550.</p> | | |
| <p>Recommendation</p> | <p>That the land is not designated as a green barrier</p> | <p>That the land is not designated as a green barrier</p> | <p>That the green barrier is not extended to include the land to the north of Sychdyn.</p> |

Appendix 1. Green Barrier Review

Gronant – Talacre – Gwespyr - Ffynnongroyw

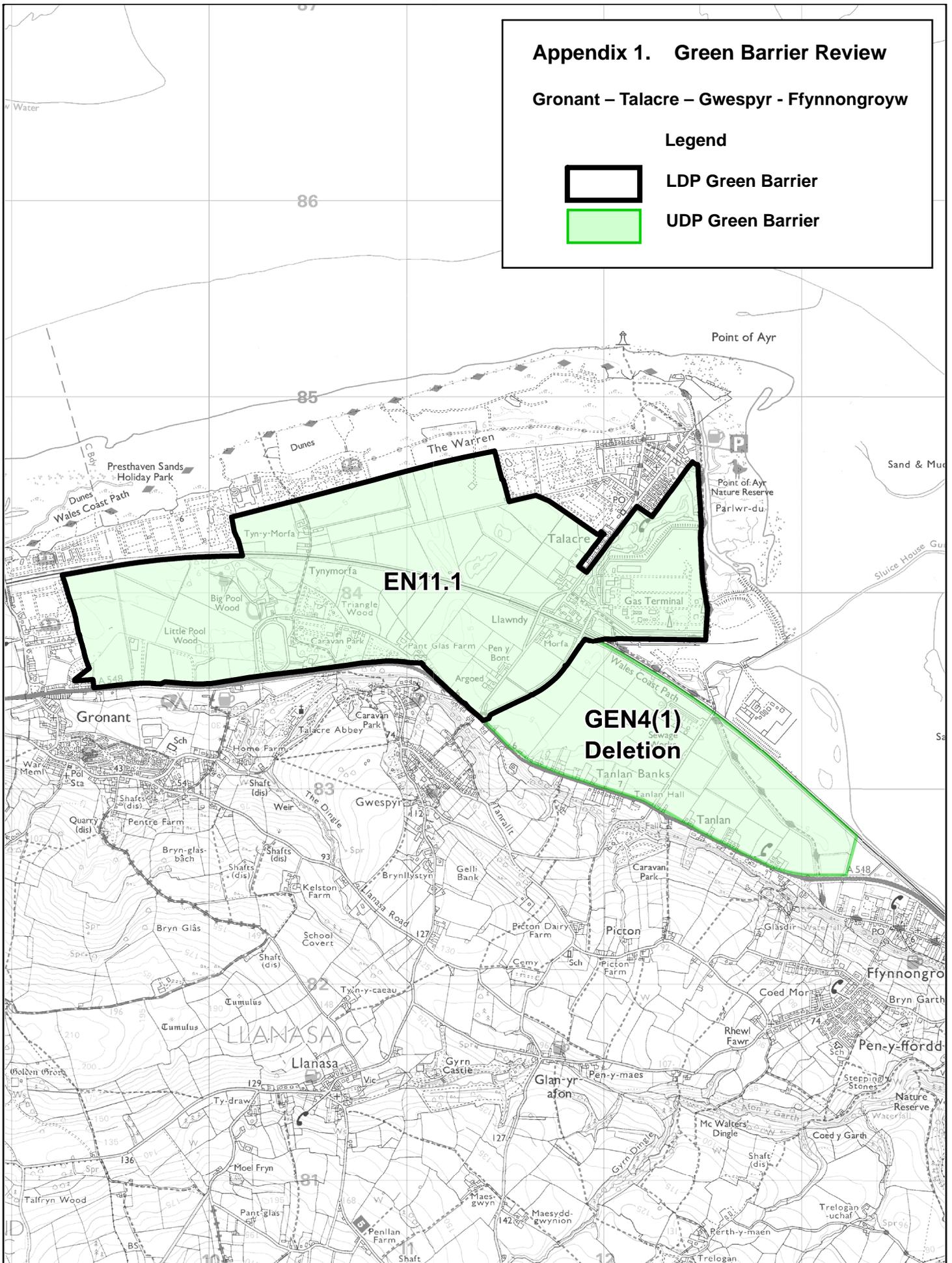
Legend



LDP Green Barrier



UDP Green Barrier



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Chief Officer: Mr Andrew Farrow

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OS Map: Explorer
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Appendix 2. Green Barrier Review

Gorsedd - Carmel

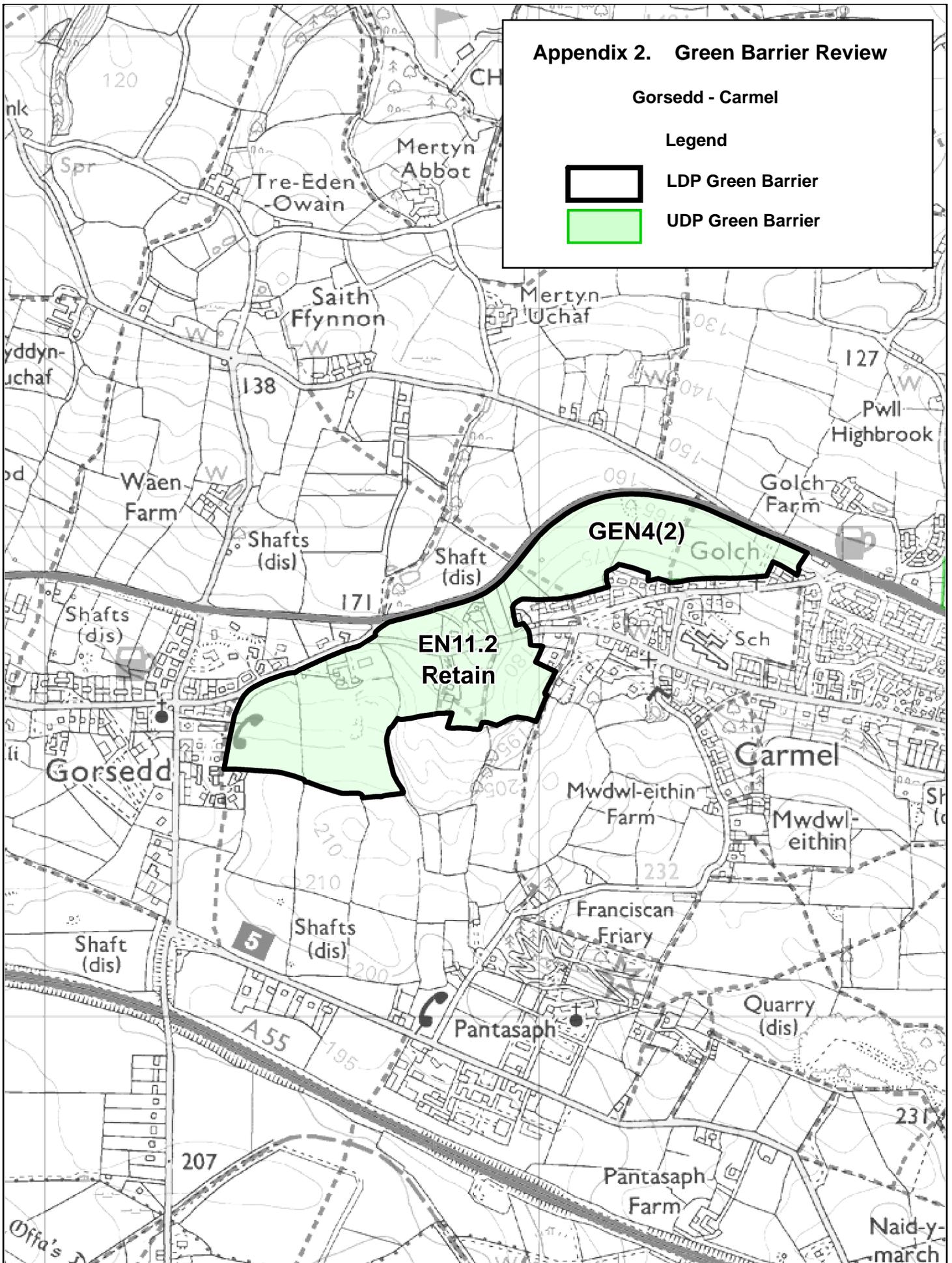
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LDP Green Barrier



UDP Green Barrier



Appendix 3. Green Barrier Review

Flint - Bagillt

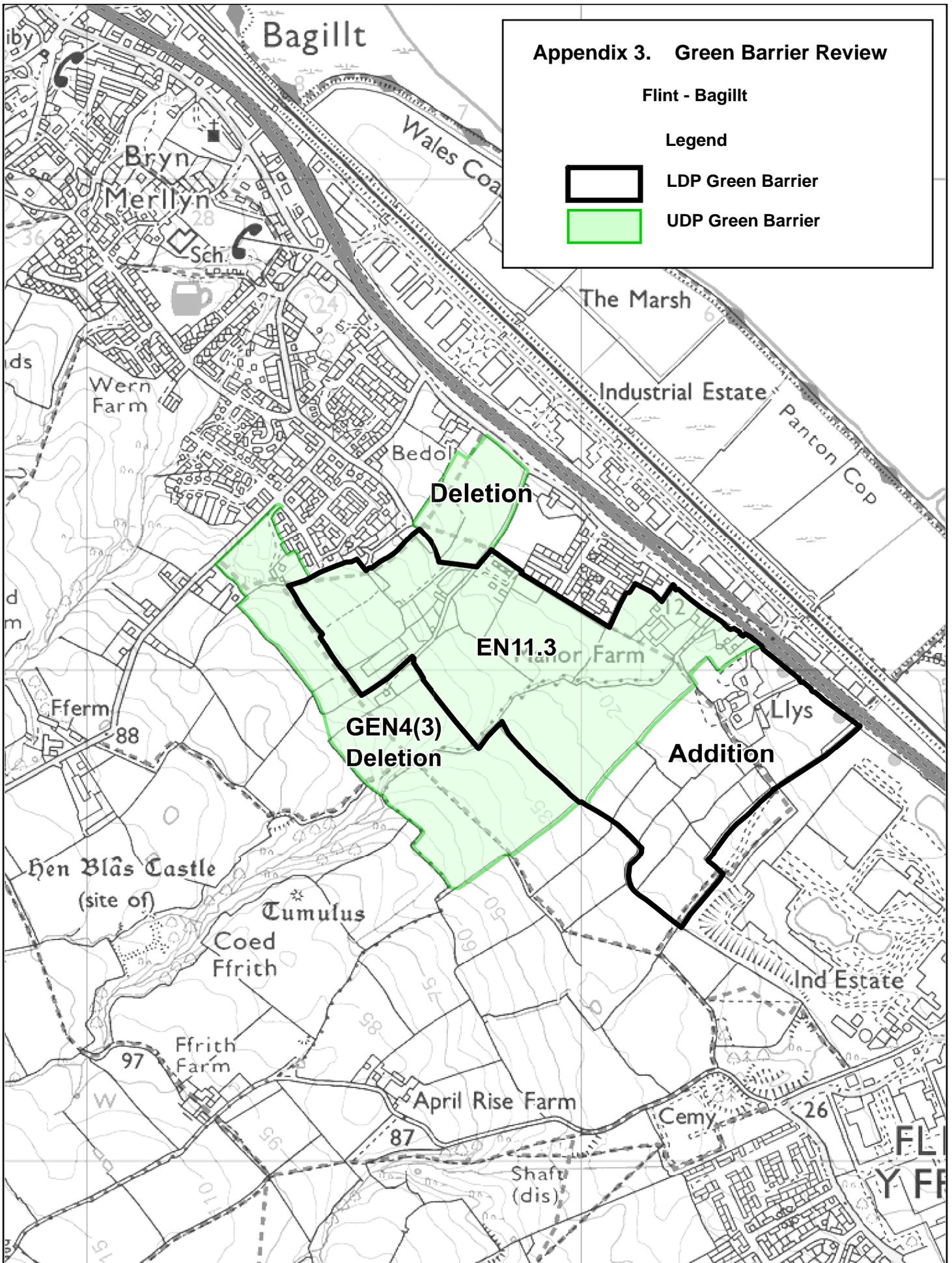
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LDP Green Barrier



UDP Green Barrier



Appendix 4. Green Barrier Review

Flint – Connah’s Quay

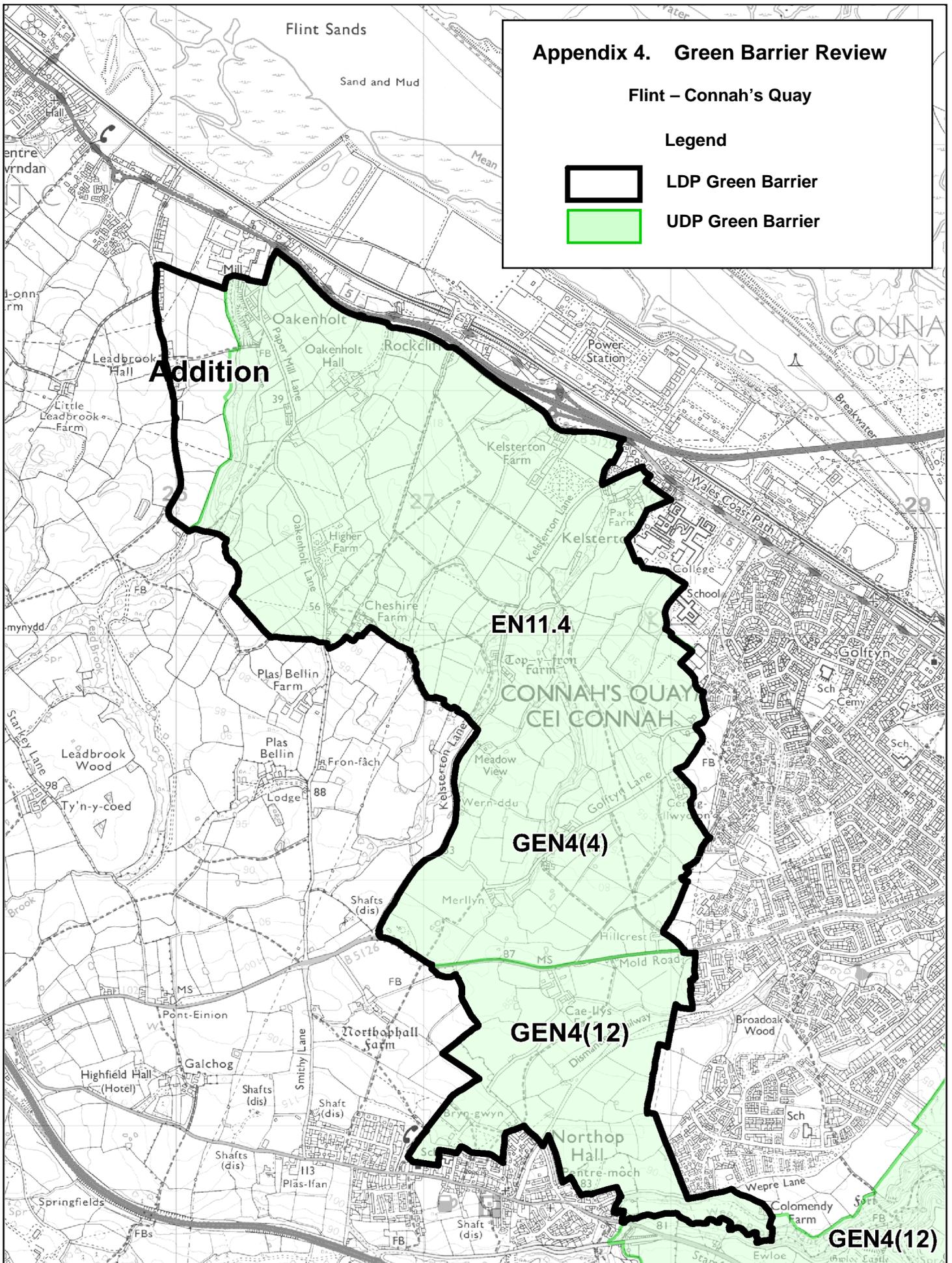
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UDP Green Barrier



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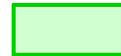
Appendix 5. Green Barrier Review

Flint – Flint Mountain

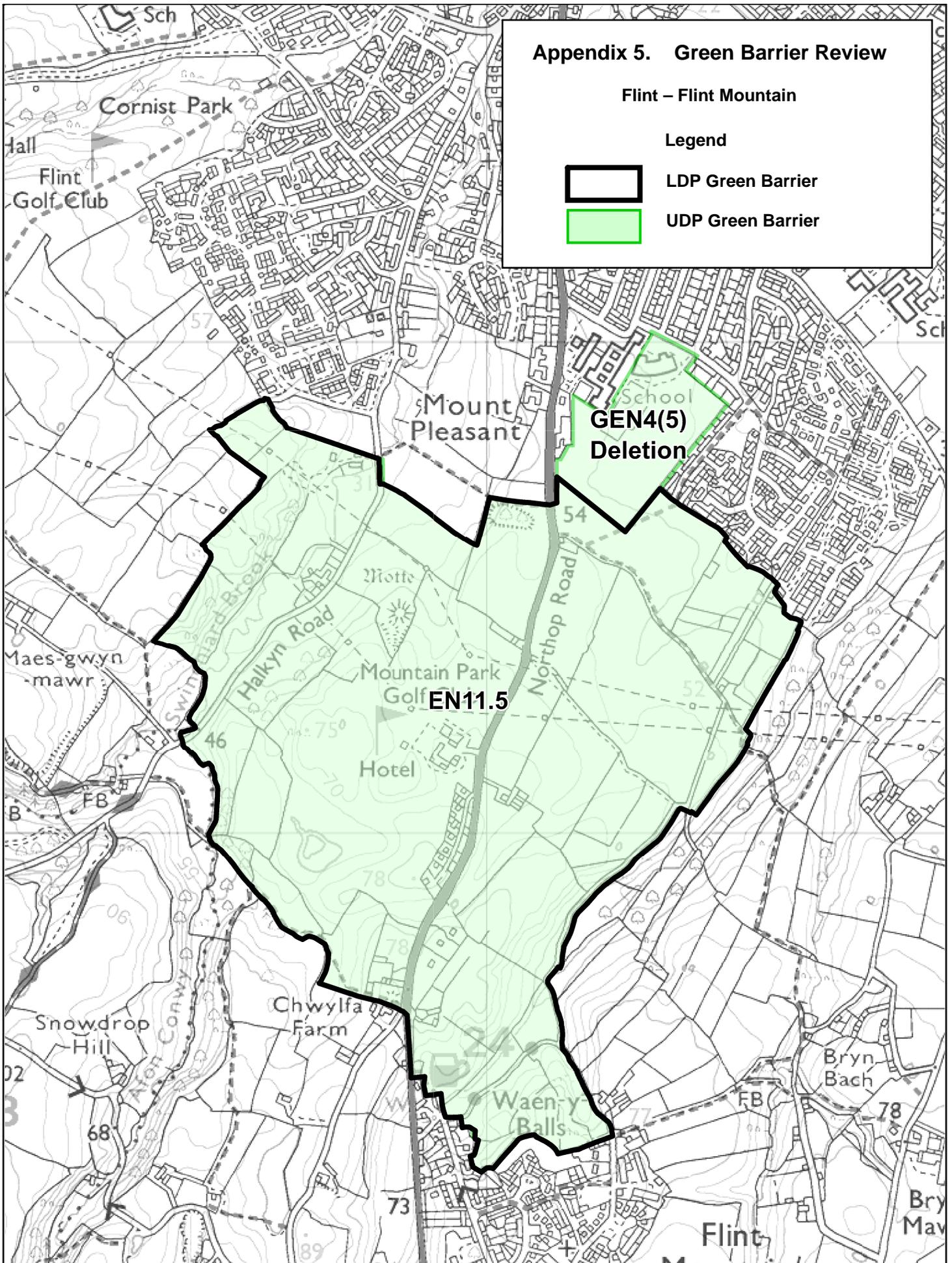
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LDP Green Barrier



UDP Green Barrier



Appendix 6. Green Barrier Review

Flint Mountain - Northop

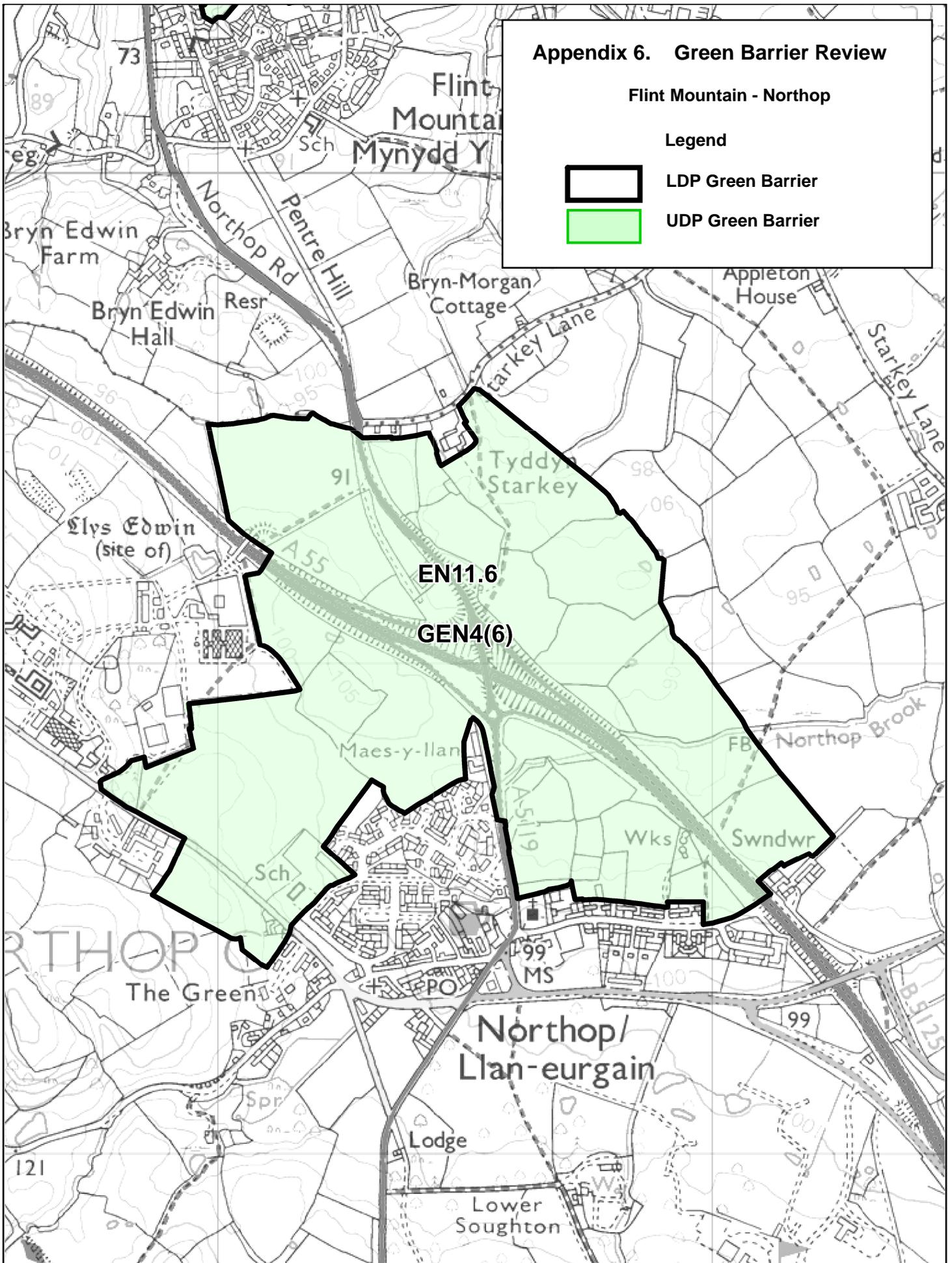
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LDP Green Barrier



UDP Green Barrier



Appendix 7. Green Barrier Review

Gwernaffield - Pantymwyn

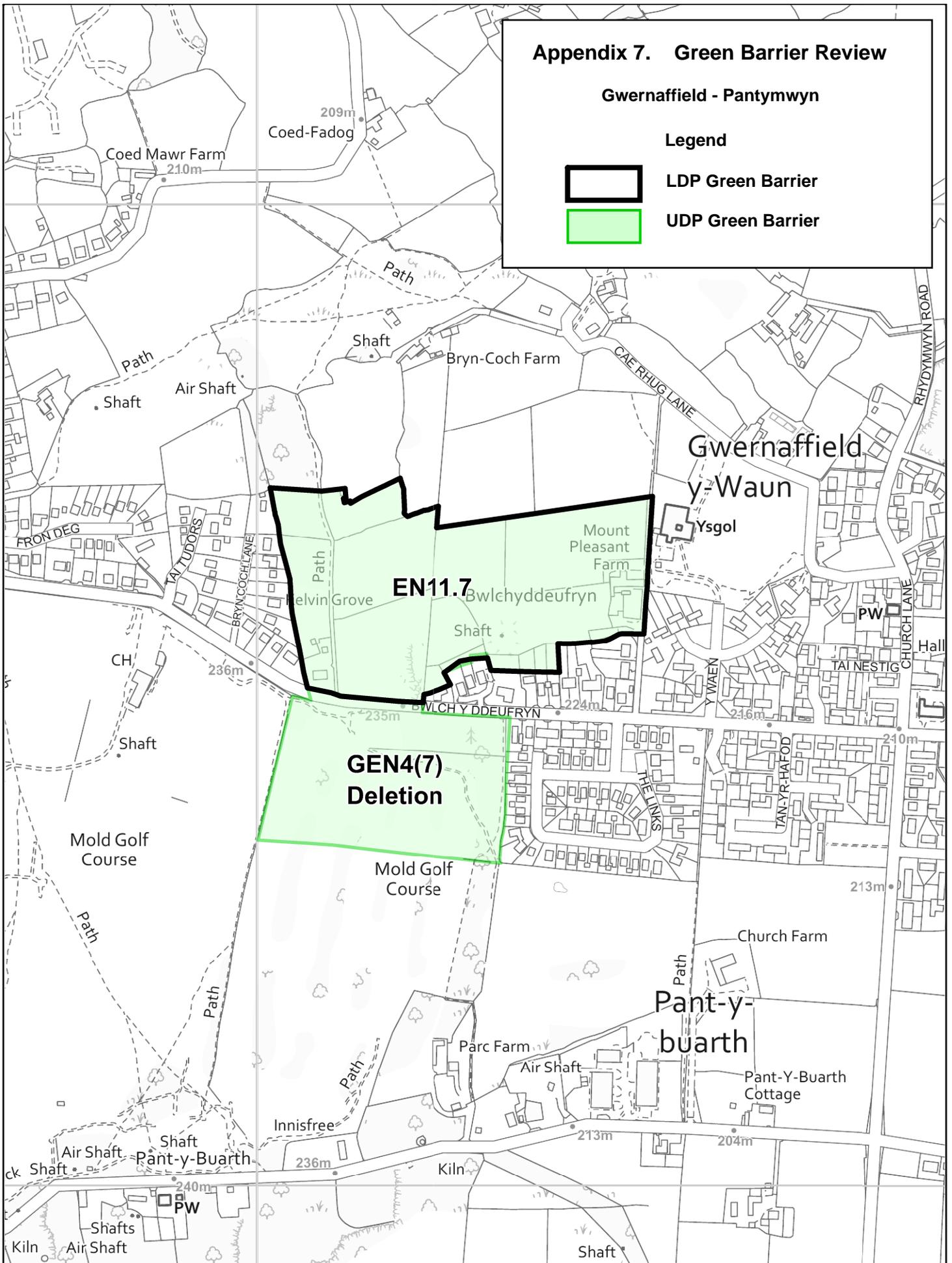
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LDP Green Barrier



UDP Green Barrier



Appendix 8. Green Barrier Review

Holywell - Carmel

Legend



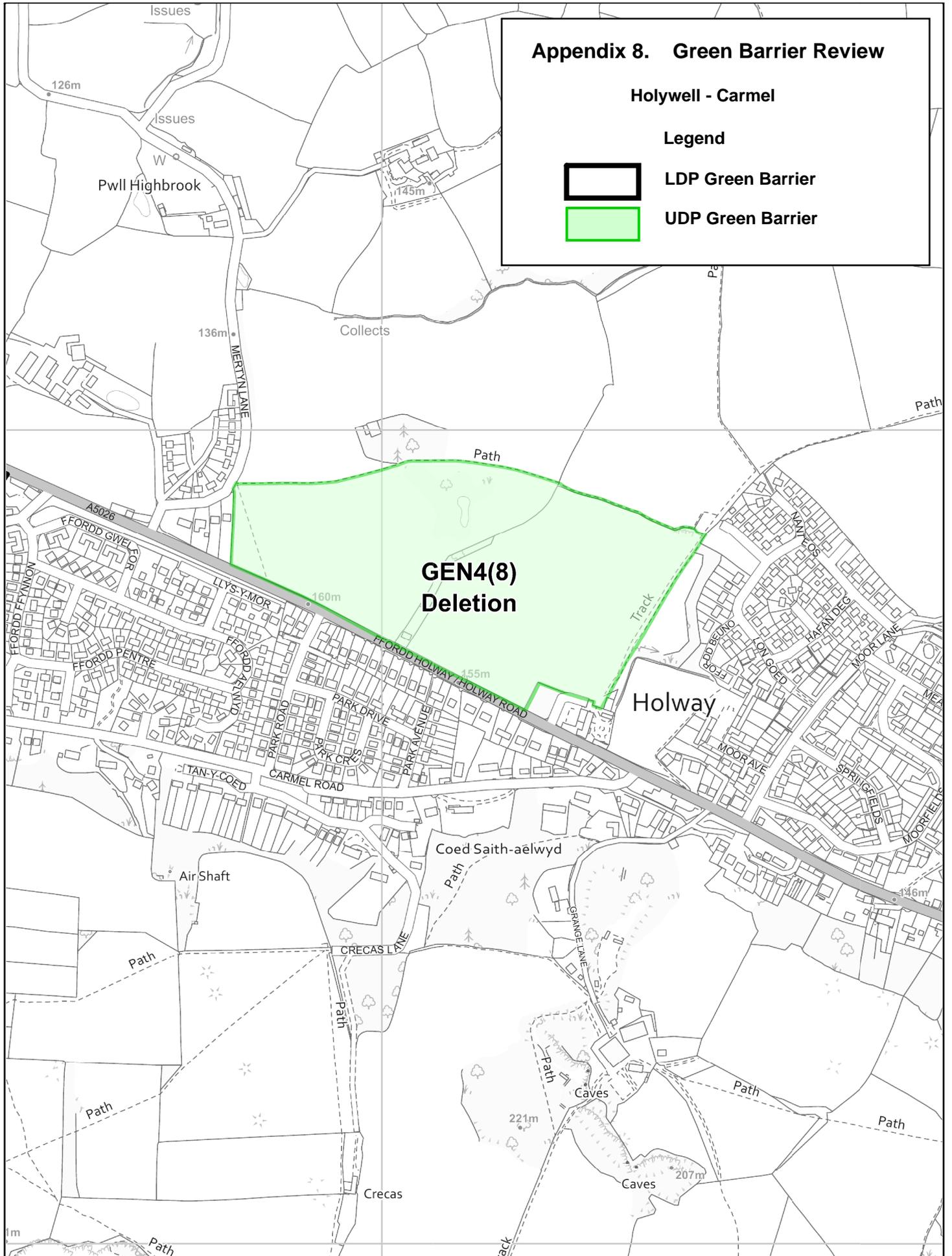
LDP Green Barrier



UDP Green Barrier

**GEN4(8)
Deletion**

Holway



Appendix 9. Green Barrier Review

Holywell – Greenfield - Bagillt

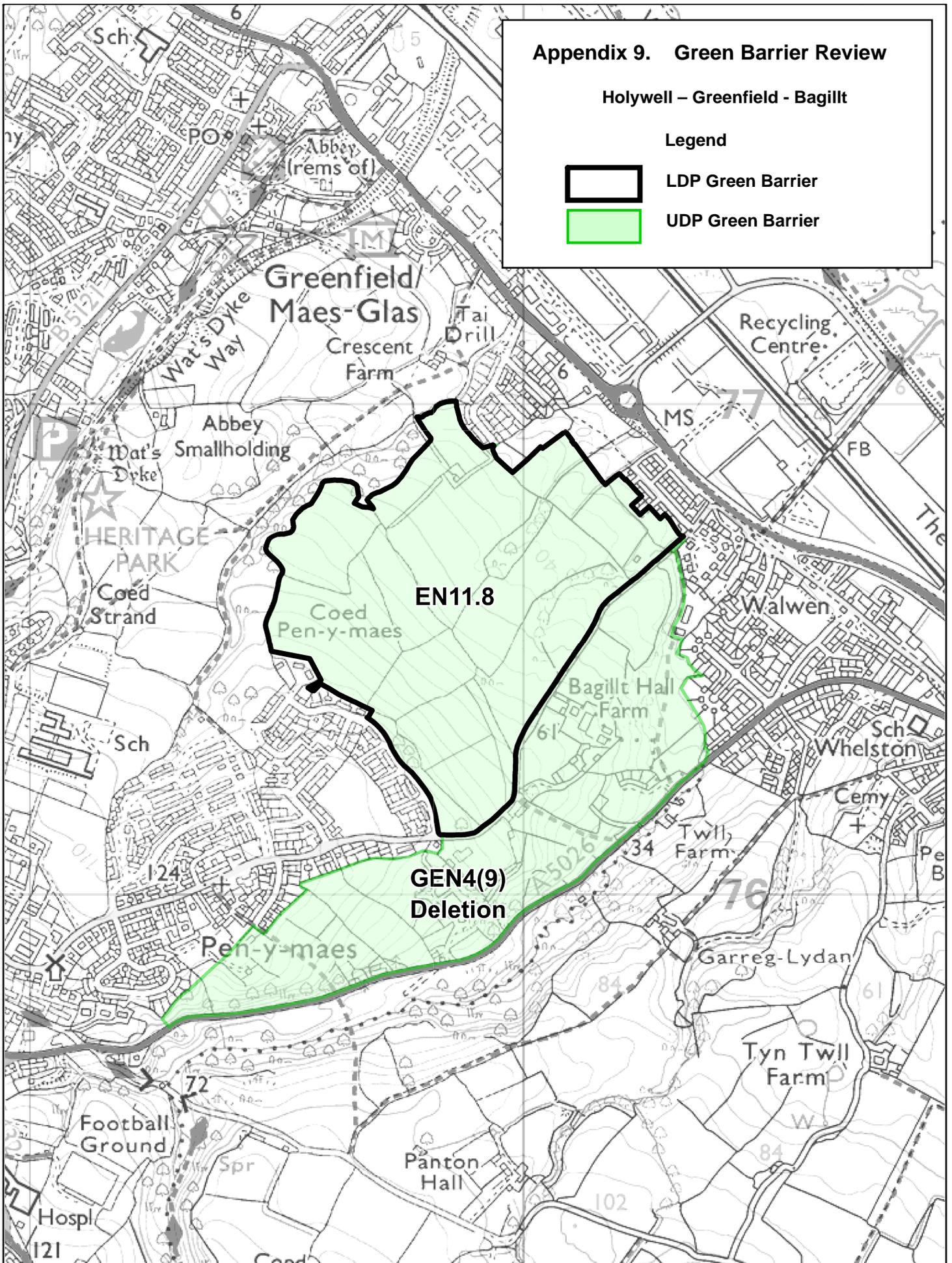
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LDP Green Barrier



UDP Green Barrier



Appendix 10. Green Barrier Review

Mold - Gwernymynydd

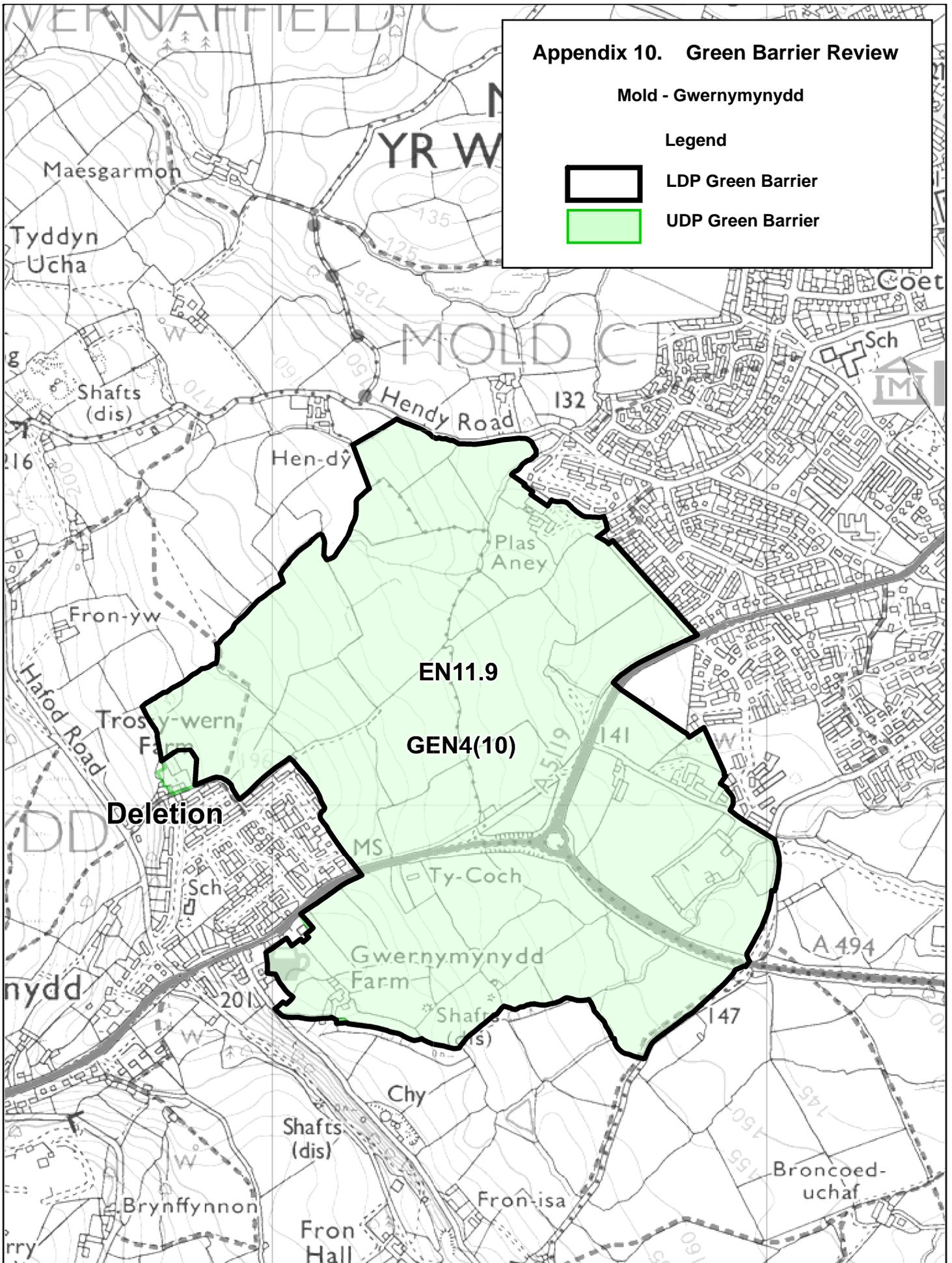
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LDP Green Barrier



UDP Green Barrier



Appendix 11. Green Barrier Review

Mold – Mynydd Isa – New Brighton - Sychdyn

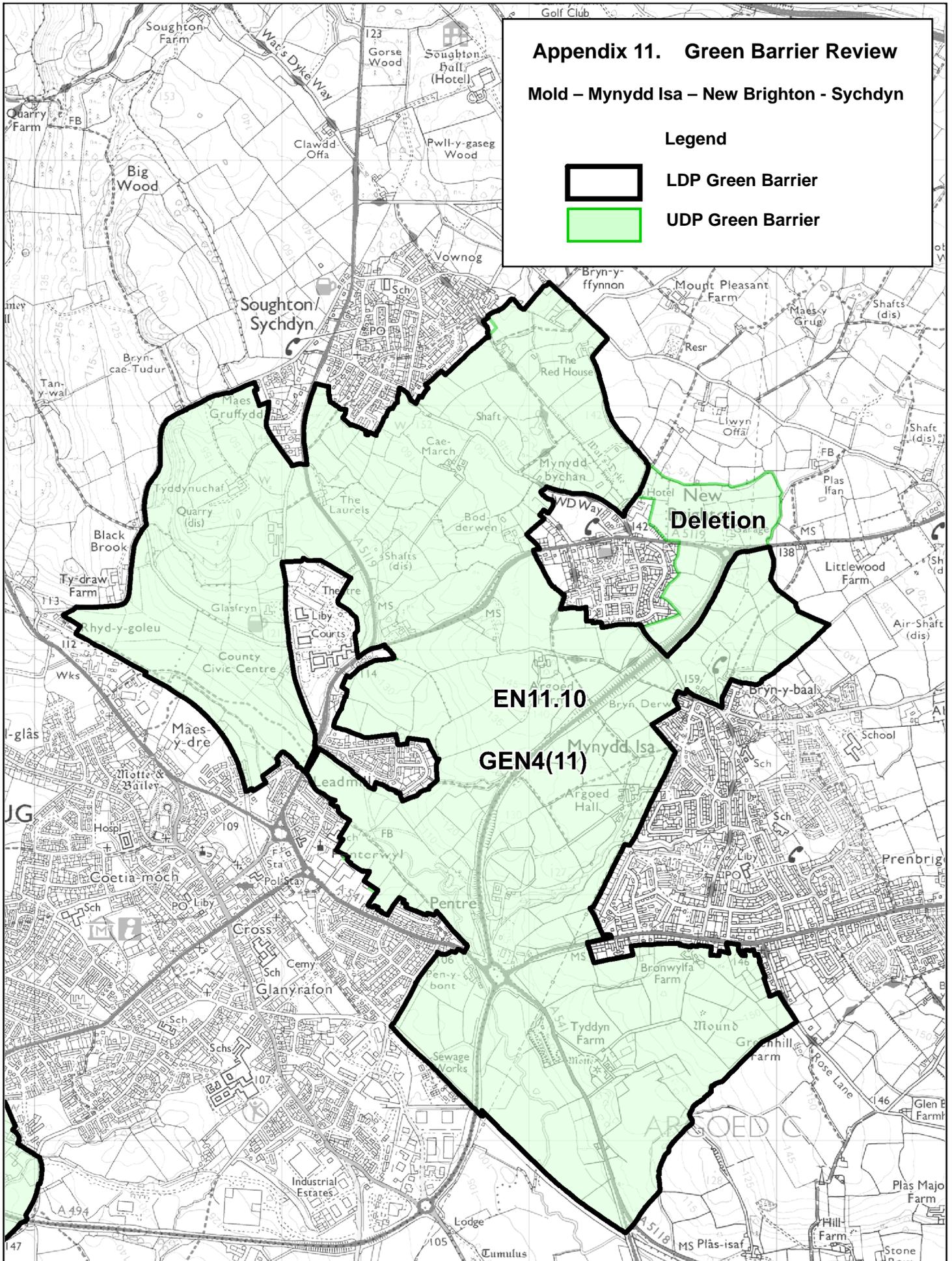
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LDP Green Barrier



UDP Green Barrier



EN11.10

GEN4(11)

New Brighton Deletion

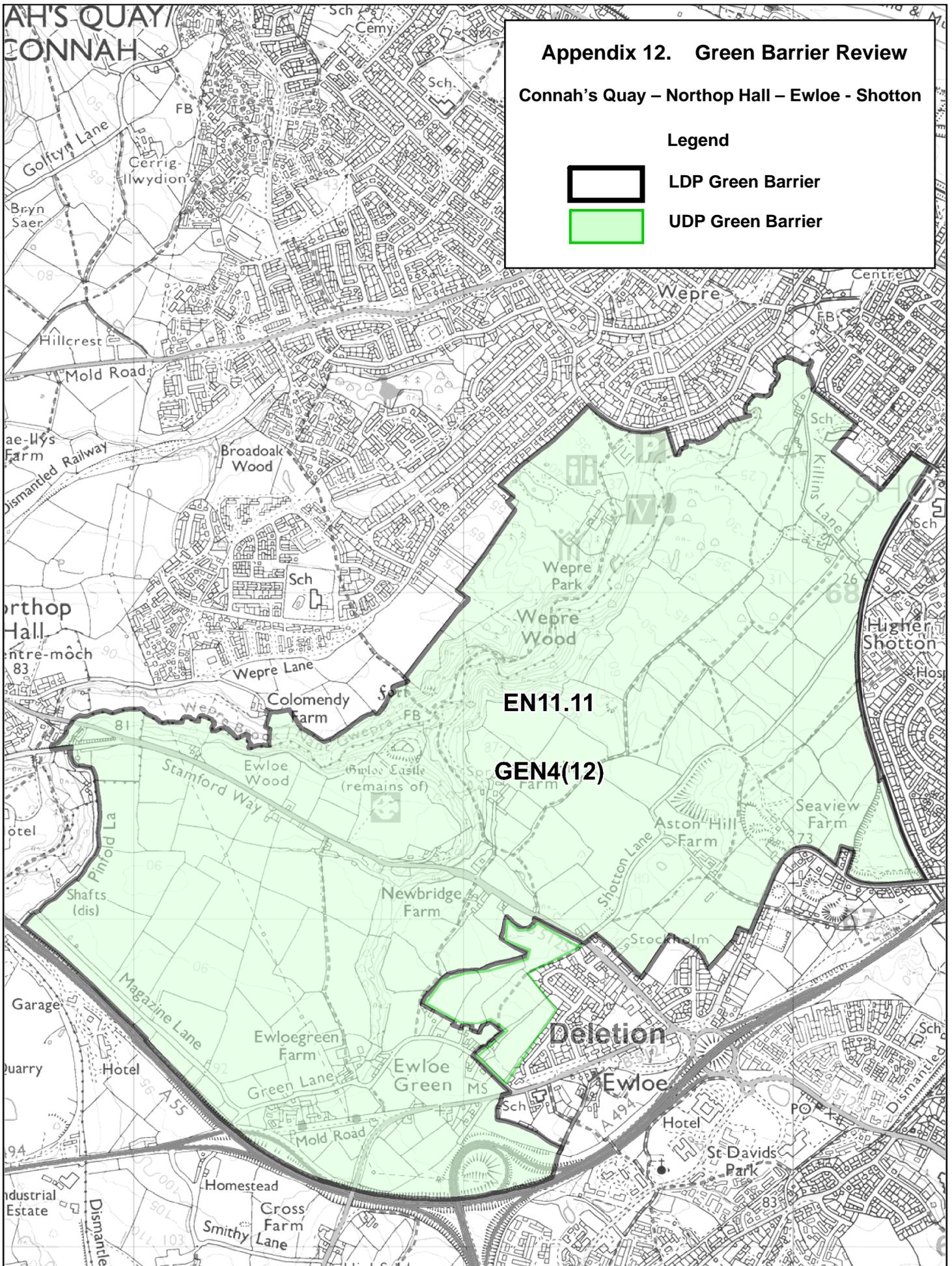


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Appendix 13. Green Barrier Review

Shotton – Mancot – Hawarden - Ewloe

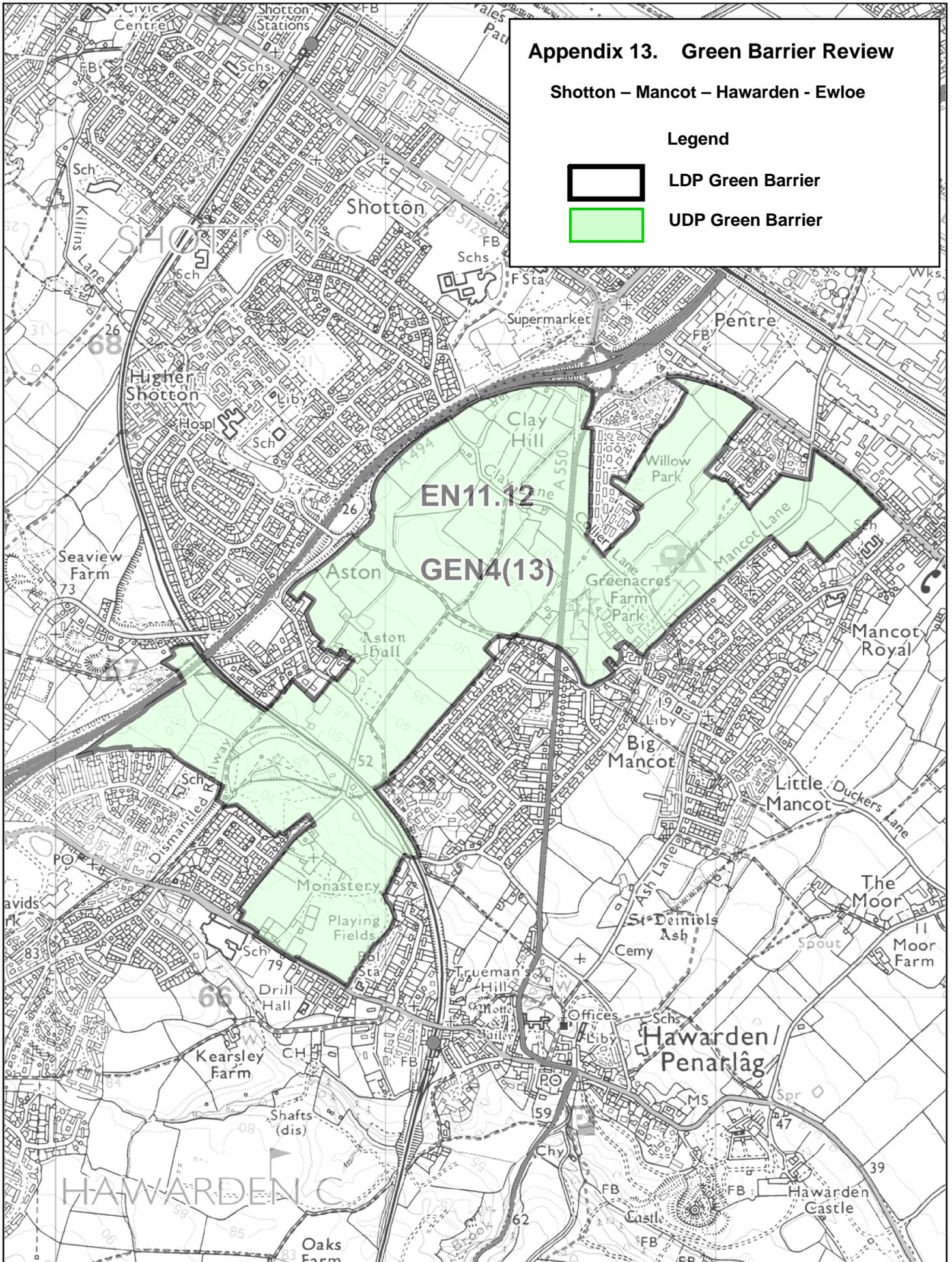
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LDP Green Barrier



UDP Green Barrier



EN11.12

GEN4(13)



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Appendix 14. Green Barrier Review

Hawarden – Mancot – Hawarden Airport

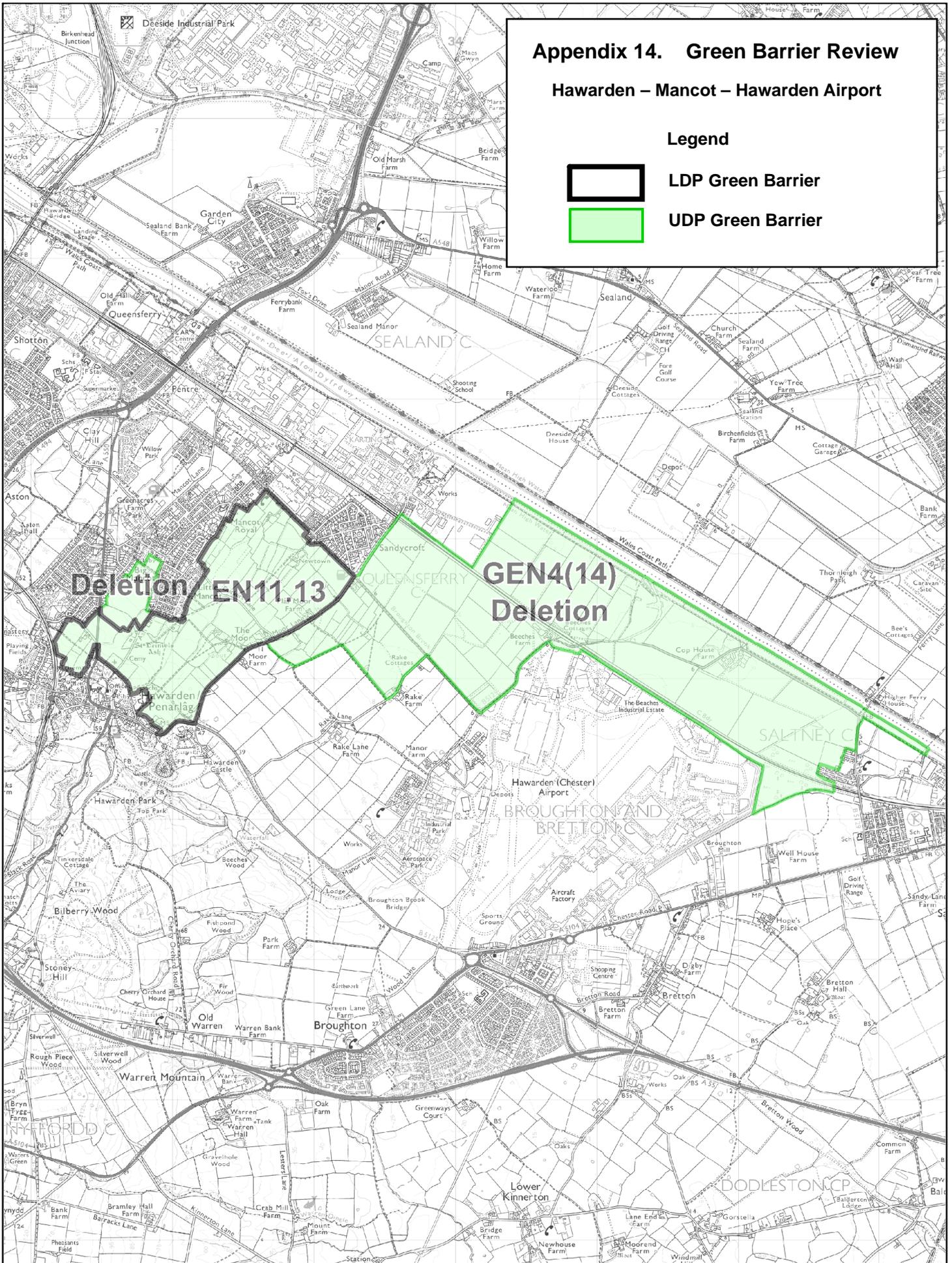
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LDP Green Barrier



UDP Green Barrier



Deletion EN11.13

**GEN4(14)
Deletion**



Appendix 15. Green Barrier Review

Broughton – Hawarden Airport - Saltney

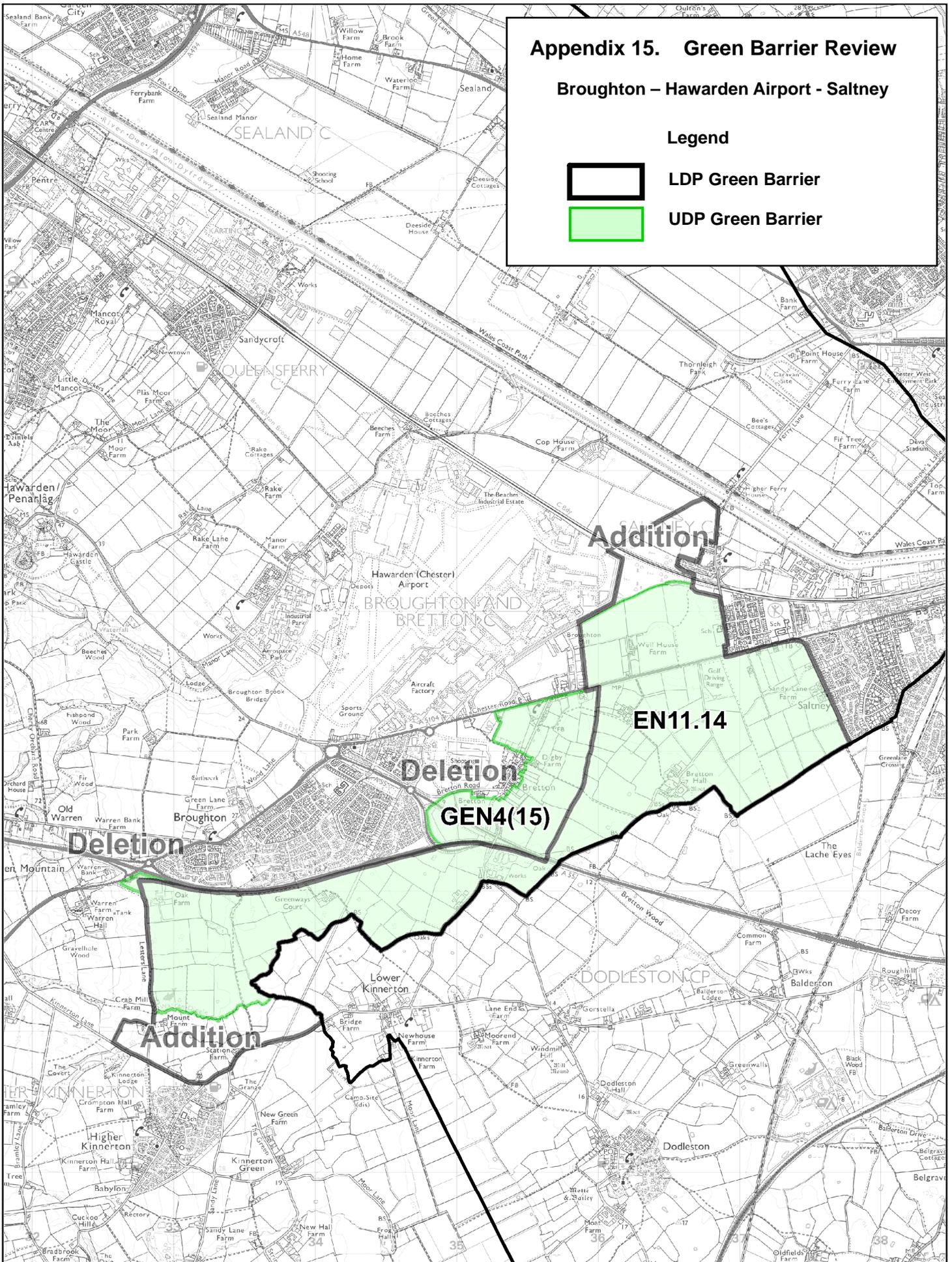
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LDP Green Barrier



UDP Green Barrier



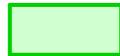
Appendix 16. Green Barrier Review

Sealand – Cheshire Border

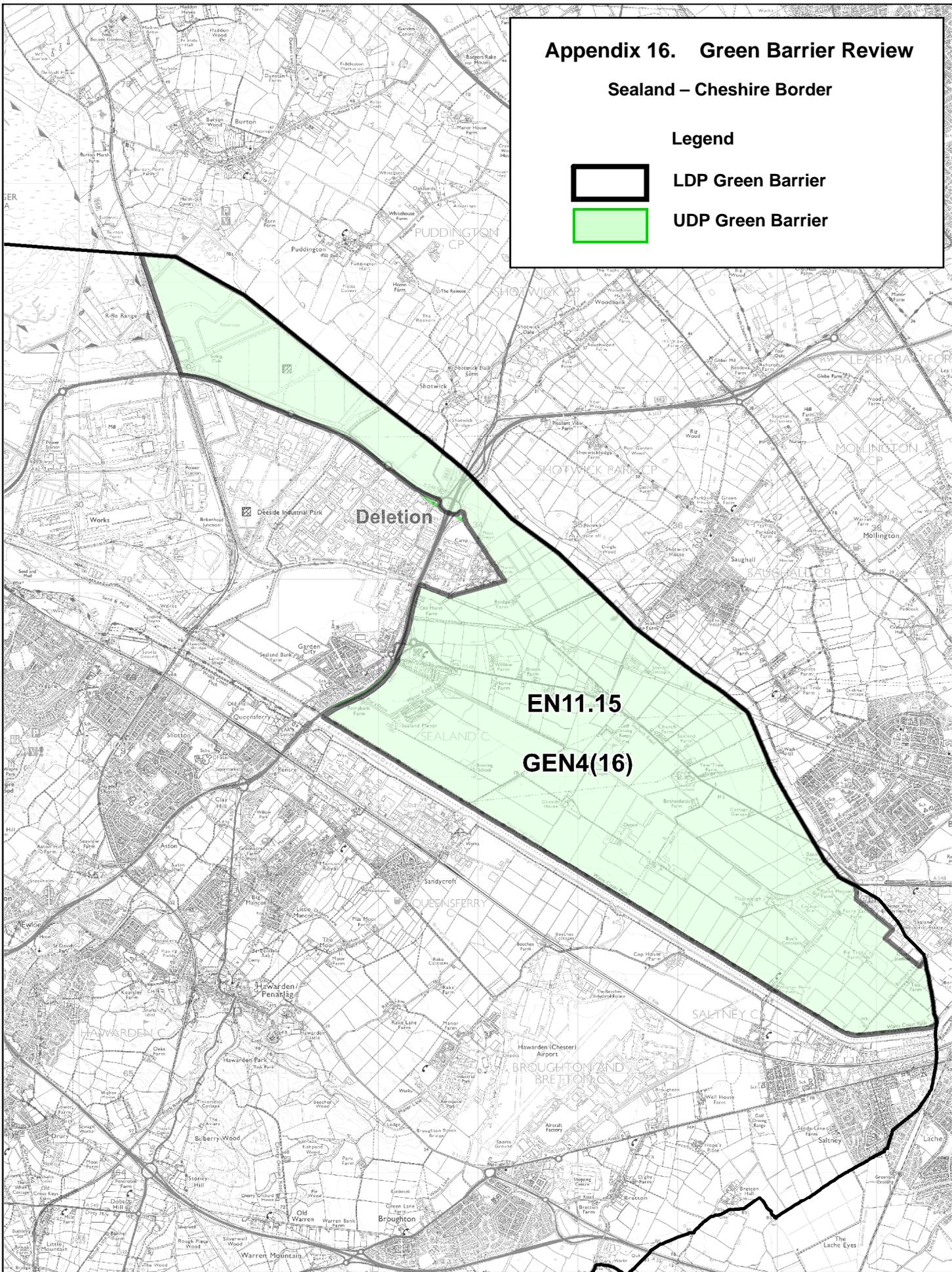
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LDP Green Barrier



UDP Green Barrier

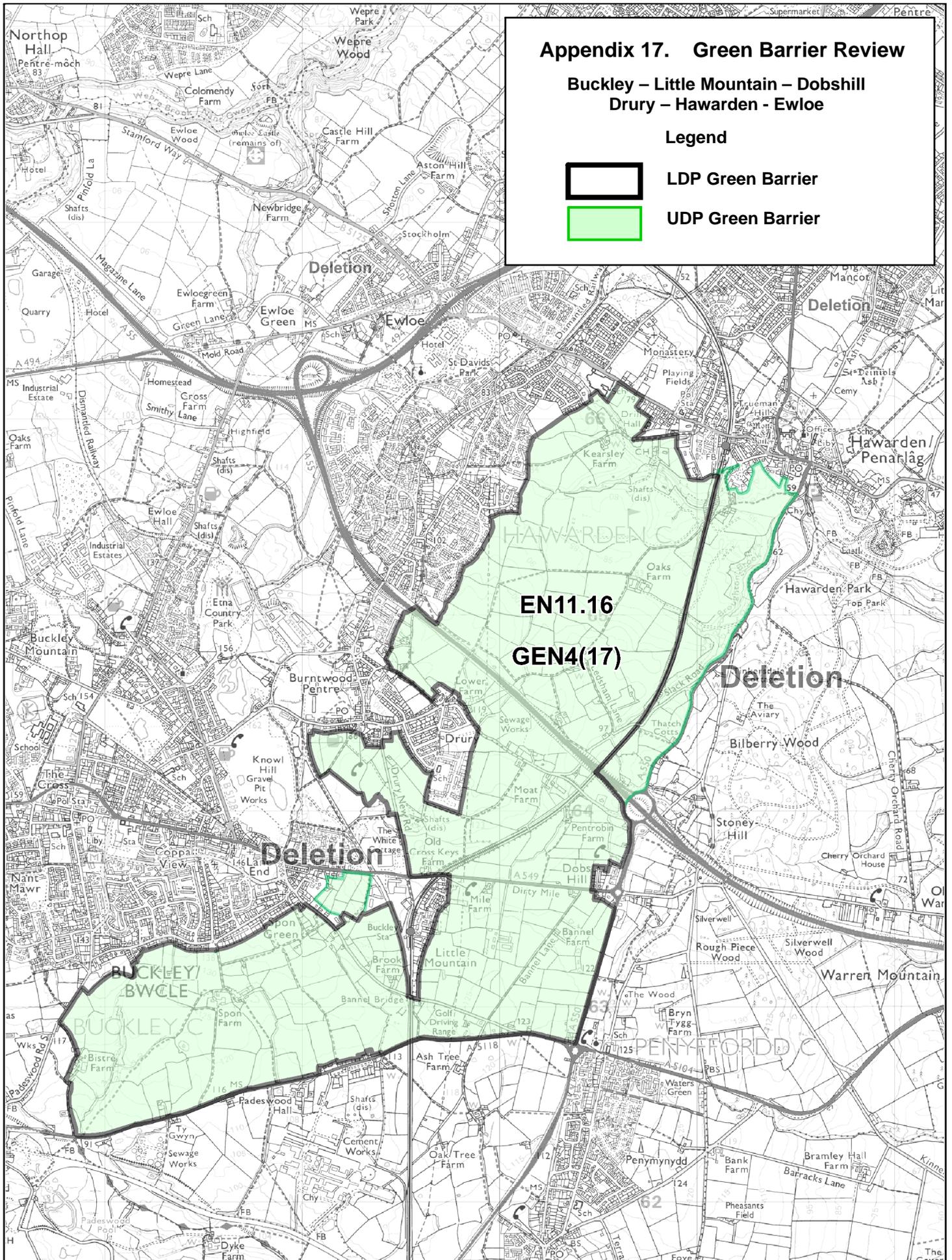


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Appendix 18. Green Barrier Review

Hope - Caergwrle

Legend



LDP Green Barrier



UDP Green Barrier

