

Town and Country Planning Act 1990 Section 77 Flintshire County Council Planning Application by Welsh Development Agency

HIGHWAYS & TRANSPORTATION

<u>SITE</u>	<u>PLANNING</u>
<u>DESCRIPTION</u>	<u>HISTORY</u>

3.0	Highways & Transportation
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Existing Highway
Network

Existing Public **Transport**

Existing Highway Network

3.1 The existing highway network in the vicinity of the application site is shown on Figures 5.1a and 5.1b in Document WDA9. Access to the application site would be gained from the A458 Shotwick Road via two existing roundabouts, Toyota Roundabout and Parkway Roundabout. To the west, Shotwick Road passes over the new Flintshire Bridge to give access to Flint and other towns along the north Wales coast. To the east, Shotwick Road connects to the dualled A550(T) at the grade-separated Deeside Park Interchange.

- 3.2 A little way to the north of Deeside Park Interchange, the A550(T) crosses into England. Beyond the national boundary, at the signalised Woodbank Junction, the road splits. The A550(T) continues to the north as a single-carriageway link to the M53. To the east, the A5117 (T) dual carriageway connects to the M56 via the Little Chef and M56 roundabouts.
- 3.3 To the south of Deeside Park Interchange, the A550(T) continues into Wales. At Drome Corner Interchange, the dual carriageway becomes the A494 (T) and extends beyond Connah's Quay via the Queensferry and Ewloe interchanges. At Ewloe, the A494 (T) becomes the A55 (T). To the northwest, the A55 (T) runs through north Wales. To the southeast, south and east, the A55(T)

continues to the south and east of Chester, eventually linking with the southern end of the M53 motorway a little way south of its junction with the M56. The M53 and A55(T) can be used as an alternative route into the area as advised by signs of the M56 westbound, when appropriate.

- 3.4 The east-west route comprising the M56, A5117(T), A550(T), and A55(T) all form part of the E22 (Ireland-Poland) Trans European Network.

Existing Public Transport

- 3.5 There are two railway lines in the vicinity of the application site. The Wrexham to Bidston line runs roughly north-south and passes through the Deeside Development Zone. The North Wales Coastal route, running east-west, passes within 3km of the proposed

development.

Shotton Station,
3km to the south,
serves both lines.

The other fully
operational station is
at Neston, 5km to
the north, on the
Wrexham-Bidston
line. Harwarden
Bridge Station, also
on the Wrexham-
Bidston line, is only
served at weekday
morning and
evening peak times.

Shotton and
Harwarden Bridge
stations would
provide easiest
access to the site
although pedestrian
access is poor.

- 3.6 From Shotton
Station, there is an
hourly train service
on the Wrexham-
Bidston line,
Mondays to
Saturdays, between
0700 and 1930
hours. On the North
Wales Coastal route,
a twice-hourly
service operates in
the peak hours
reducing to hourly in
off-peak hours up to
2300 hours.
Irregular and much
less frequent
services run at other

times.

3.7 The buses currently serving the Deeside Development Zone are service Nos 20, 21, 22 and 111. The routes and times of operation are shown on the timetable at Appendix D in Document WDA8. Bus numbers 20 and 21 are weekday peak hour services linking Holywell bus station with Deeside Industrial Park via different routes. There is one bus a day in each direction Mondays to Fridays. A similar service, the No 22 service, runs between Mold and the Deeside Industrial Park. Buses call at Shotton Station.

3.8 The No 111 service runs between Mold and Ellesmere Port. It is the only regular bus link in the vicinity of the Deeside Industrial Park. There is no Sunday service. The first bus from Mold is at 0618 hours (not Saturdays). Subsequent buses

are at 0733 and 0848
hours, then,
generally, every
hour up to 1648
hours. There is a
similar service in the
opposite direction.

Source

Division:

Planning

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