

Technical Note 1

Land at Lower Berse Farm, Wrexham

Responses to WCBC Comments on Transport Assessment

Our reference: SH/210187/TN01 – Rev00

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This Technical Note 1 provides SCP's responses to comments received from Wrexham Council dated 8th July 2024 [Ref: ET/DC/MZ/P/2023/0593 (Rev 1)]. The comments relate to the Transport Assessment report submitted in February 2024 and associated information.

1. Timeline

The timeline shown in the first paragraph only covers the period to 5 March 2024. There have been a number of other emails / requests for meetings from SCP on behalf of Redrow, in the period March to June 2024 which are not referenced.

2. Trip Rates

SCP provided trip rates to Wrexham Council on 5th March 2024 accompanied by an explicit request to discuss and agree the trip rates to be used in an update to the Transport Assessment. Wrexham Council declined to provide any response whatsoever over the subsequent four months.

Regarding the specific points raised in relation to the TRICS analysis our response is as follows:

- a) The survey sites including within the analysis have been selected as being the most comparable to the application site given the selected sites provide a combination of the following:-
 - Located within Wrexham, close to or within direct access of the strategic road network or on the edge of town but within walking distance of a local centre; and
 - Include a high number of dwellings or form part of a wider residential area which includes a mixture of housing types.
- b) The use of total person trip rates and the application of local travel to work (TTW) census data only takes into account the mode split for employment trips. The total person methodology does not take into account other trip purposes such as education, leisure and retail etc which would have different mode splits and is therefore not considered representative.

- c) In addition, an extensive amount of active travel improvements are proposed at the application site at the request of Wrexham Council and Welsh Government. In order to estimate the change in trips as a result of the proposed active travel improvements (e.g. trips to the nearby school), applying the multi-modal methodology is considered more representative given all trip types are accounted for.
- d) With regards to the use of the survey data from 2021, the Census 2021 “Technical report: Estimation of travel to work matrices” published by the Office of National Statistics (ONS) states that “in England and Wales, 15.1 million people travel to a workplace or depot (54.3% the working population). The 2011 Census reports that in England and Wales, 21.6 million people travelled to a workplace or depot (81.0% the working population). This comparison shows a significant drop of 26.7 percentage points in the working population commuting to a main workplace or depot from 2011 Census to 2021.” Given the analysis concludes that less people are travelling to work, the use of older trip rate data in this instance is considered robust.

3. Junction Capacity Analysis

SCP shared junction capacity models with Wrexham Council on 20th February 2024. It is unclear why these models are still being checked five months later.

Regarding the query on assessment years, Lower Berse Farm is Key Strategic Site (KSS1) in Wrexham’s adopted Local Development Plan (LDP) which covers the period to 2028. The assessment year has been selected to align with the end of the plan period. A483 Junction 4 was also assessed for 2040, reflecting the strategic nature of this junction.

4. Western Gateway

The Western Gateway Employment site has been allocated for over 20 years with no unimplemented planning permission in place, and no proposals to bring the link road forward. Accordingly, neither the employment site nor the associated link road have been included in the assessment. Discussions held with WCBC in January 2024 supported this position. Notwithstanding the above, the development proposals set out in this report do not prejudice the construction of the link road, or the associated junction with the A525 Ruthin Road, and the site access arrangements for the development proposals have been specifically designed to take account of the indicative access for the Western Gateway site.

5. Conclusion

For information, a further update of the Transport Assessment report has now been uploaded to the WCBC planning portal [*Application Ref is P/2023/0593, originally registered on 19.9.23*]. This TA report update was prepared and finalised prior to receiving the comments referenced above.

We agree that a meeting would be helpful to discuss both WCBC's comments on the previous submission and the latest submission. Allowing some time for WCBC to review the latest submission, and taking account of leave, we propose the week commencing 19th August. Could you please let us know your availability within that week?