

RESIDENTIAL DEVELOPMENT, LAND AT TAN Y BONT, RHOSROBIN, WREXHAM (3273) TRAFFIC IMPACT NOTE – APRIL 2024

Introduction

Eddisons have been instructed by Castle Green Homes to advise on the transport and highways implications of amending the above residential development on land at Tan Y Bont in the Rhosrobin area of Wrexham.

Development Proposals

Castle Green Homes are proposing to amend the development site (application ref: P/2021/0135), which is currently under construction. They are considering a replan of later phases of development to replace larger dwellings with smaller dwellings increasing the number from 189 to 209 homes.

The internal road arrangement and vehicular access are not changing as part of the amended development.

Traffic Impact

The traffic impact of the consented 189 homes has already been considered acceptable by Wrexham Council. The original traffic impact analysis was covered in detail within the Transport Statement (TS), dated January 2023, that supported the planning application. Although the proposed 209 homes would be smaller than the consented 189 homes, it will be assumed, for robustness, for the purposes of this particular analysis that all of the additional homes would generate extra traffic.

In order to establish the number of trips which the additional 20 dwellings is forecast to generate the TRICS database has been used for the 'Residential – Houses Privately Owned' range of sites using the same parameters as was used in the TS which were as follows:

- Range between 0 and 300 dwellings
- Monday to Friday surveys
- Sites in Greater London and Eire excluded.

A summary of these trip rates and the likely level of trips that would occur as a result of the extra 20 units is included in **Table 1**, below.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.126	0.329	3	7
PM Peak Hour	0.297	0.156	6	3

Table 4.1 - Proposed Development Trip Rates and Trips (20 Units)

As can be seen above, the proposed additional 30 units is forecast to generate a total of no more 10 two-way trips in either the AM or PM peaks. This equates to an additional two-way trip every 6 minutes.

In light of such a minimal impact, it is considered that such increases are within the normal variation of daily traffic flows and will not result in a material change to traffic conditions.

Conclusions

In summary, the proposed amendments to the development site at Tan Y Bont in Rhosrobin will not result in a material traffic impact and should therefore be considered acceptable on transport and highways grounds.