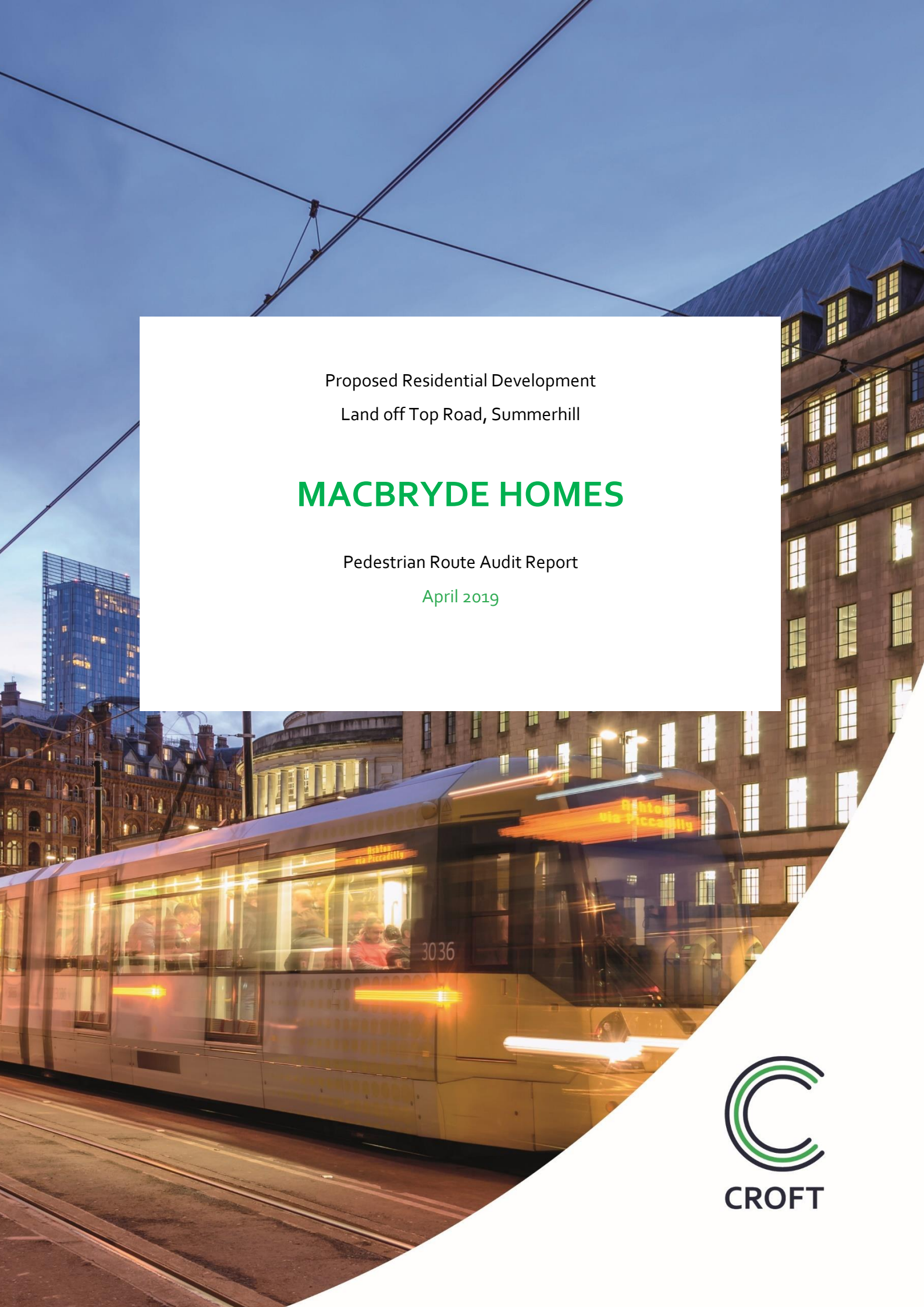
Proposed Residential Development

Land off Top Road, Summerhill

MACBRYDE HOMES

Pedestrian Route Audit Report

April 2019



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1 INTRODUCTION

1.1 Preamble

1.1.1 Croft have been instructed by MacBryde Homes to advise on the traffic and transportation issues relating to proposals to develop a site for residential purposes on land off Top Road in the Summerhill area of Wrexham.

1.1.2 A formal Transport Assessment has been prepared and submitted in support of a planning application for residential development at the site for 82 residential dwellings. The planning application was submitted in August 2017 and remains undetermined until the outstanding issues have been satisfactorily resolved.

1.1.3 The only outstanding highways issue is agreeing a suitable pedestrian access strategy for the site. As such, this report has been prepared in support of the planning application and provides information on the pedestrian access and accessibility issues at the site and will form supplementary information to assist in the determination of the current planning application.

1.2 Scope of Report

1.2.1 Following this introduction, Section 2 of this report describes the development site, the proposals, the local highway network and the proposed vehicular access arrangements. Section 3 briefly summarises the non-car accessibility analysis and Section 4 will provide a detailed audit of the pedestrian routes to the various key 'day to day' amenities within the vicinity of the site. Section 5 will draw together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Introduction

2.1.1 This section of the report will describe the site and existing highway conditions and provide details of the development proposals.

2.2 Development Site

2.2.1 The development site is located around 4 kilometres north west of the centre of Wrexham. The location of the development in relation to the local area is shown in **Plan 1**.

2.2.2 The site is bordered to the north by the recent residential development of Westminster Rise/Bryn San Stefan, to the east by Top Road, to the south by existing residential properties fronting Chestnut Close and to the west by Moss Wood.

2.2.3 The predominant land use in the vicinity of the site is residential with areas of open space.

2.2.4 The site is currently occupied by Chestnut Height Stables and is used for the grazing of horses.

2.2.5 Vehicular access into the site is provided via an informal 3.0-metre-wide track which runs from the priority junction of Summerhill Road/Top Road/Bottom Road.

2.3 Local Highway Network

2.3.1 Top Road runs in approximate north-south alignment along the eastern frontage of the site. In the vicinity of the existing site access, Top Road forms the minor arm of the priority junction with Summerhill Road/Bottom Road. It should be noted that Top Road runs at a very acute angle to Summerhill Road which creates a substandard junction in terms of its width, alignment and visibility.

2.3.2 Top Road is subject to a 30mph speed limit and has a carriageway width which varies between approximately 4.2 and 5.0 metres. There is no pedestrian provision along Top Road and limited street lighting along its length.

Figure 2.1 – View along Top Rd from the Junction of Summerhill Rd/Top Rd/Bottom Rd

2.3.3 To the south of the site, Summerhill Road continues in a north-south alignment and provides access to numerous residential access roads. Approximately 250 metres south of the site, Wheatsheaf Lane and Moss Road form the minor arms of a staggered crossroad with Summerhill Road.

Figure 2.2 – View of Summerhill Road/Wheatsheaf Lane/Moss Road Junction

2.3.4 Summerhill Road is subject to a 30mph speed limit in the vicinity of the site and has traffic calming in the form of chicanes and speed cushions at various intervals along its length, specifically at narrow points in the carriageway. Between the site and Wheatsheaf Lane, Summerhill Road has carriageway width of approximately 6.0 to 7.0 metres. No pedestrian footways are present along Summerhill Road for a distance of around 175 metres to the south of the site, however, this section of road is lightly trafficked and, from the south, traffic calming is provided on entry to this section of highway.

2.3.5 Wheatsheaf Lane provides a residential distributor road which links to the A541 Mold Road. Wheatsheaf Lane is traffic calmed with a carriageway width of approximately 7.5 metres with pedestrian footways on both sides of the carriageway. Wheatsheaf Lane provides the main route for vehicles travelling to and from the site to the north on the A541 Mold Road and for pedestrians travelling towards Gwersyllt urban village centre.

2.3.6 South of Wheatsheaf Lane, Summerhill Road continues in a southerly direction for approximately 2.0 kilometres where it forms the fourth arm of the A483/A541 Mold Road/Summerhill Roundabout. Along this length of Summerhill Road, the carriageway width and pedestrian provision varies due to topography and existing development, however, in the residential zones, the narrow points in the carriageway are controlled by traffic calming.

Figure 2.3 – View of Summerhill Road showing Existing Traffic Calming

2.4 Development Proposals

2.4.1 The proposals would provide 82 residential dwellings, comprising a mix of sizes.

2.4.2 Car parking is provided for all dwellings, normally within the curtilage of the properties and either at the front or side of the dwelling. All properties will have a minimum of two parking spaces.

2.4.3 The proposed layout of the site is presented in **Plan 2** and has been designed to accord with Manual for Streets.

2.5 Vehicular Access

2.5.1 The vehicular access into the site will be via a priority controlled junction onto a realigned Top Road. The access has been designed in accordance with residential design standards but to ensure that the route is also suitable for buses, the loop road will have a carriageway width of 7.3 metres, 2 metre footways on either side and 12 metre corner radii, to ease the movement of buses through the junction.

2.5.2 Alterations are proposed to the existing junction of Summerhill Road/Top Road/Bottom Road to ensure that a suitable access and will provide a significant improvement to the local highway network, as well as improving safety.

2.5.3 Top Road will be re-aligned so that it sits at a 90-degree angle to Summerhill/Bottom Road. The realigned road would sweep into the application site and re-join the existing Top Road to the north.

2.5.4 Footways of 2 metres in width will be provided along the western side of the re-aligned section of Top Road which will continue within the site, segregated from the road by a 2 metre grass verge. An additional footway of 2 metres in width is also proposed that will run adjacent to the old section of Top Road, with dropped kerb provision to connect pedestrians to the existing footway on the other side of Bottom Road.

2.5.5 This will provide a much improved and safer pedestrian environment, not only for residents at the development but for the wider community as well.

2.5.6 In addition, vehicular access to Ridge Mount (existing property to the south of the site) will be improved as new land will be dedicated to the property in order to provide a newly aligned driveway access onto Top Road.

2.5.7 The agreed proposed site access and associated works are shown in **Plan 3**.

2.6 Pedestrian and Cycle Access

2.6.1 Pedestrian and cycle access into the site will be afforded via the proposed vehicular access point into the development from Summerhill Road/Top Road as well as via a number of other connections to existing footpaths in the area.

2.6.2 The internal layout of the site will be designed to provide linkages between the site and the existing right of ways located in the vicinity of the development site and all existing rights of way will be maintained.

2.6.3 Consideration has also been given to the Active Travel Act which was passed in 2013. The Act states that *"Active travel means walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys. It's about building a healthier, more sustainable way of getting around into our everyday lives".*

2.6.4 The Act set out an aim to make walking and cycling the most natural and normal way of getting about for short journeys. The key provisions of the Act are:

- Ensuring that plans are in place for active travel networks that connect key places, such as schools and workplaces, to where people live.
- Setting a quality standard so the routes on the network are: safe, comfortable, continuous and direct.
- Requiring promotion of active travel and continuous improvement of the network.

2.6.5 The proposed improvements to the local road and footway network in the vicinity of the site and along the site frontage will significantly improve the current walking and cycling environment in line with the above and will allow the number of sustainable trips to and from the development to be maximised, thus contributing to a highly sustainable development

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by;

"Encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- *within and between different types of transport;*
- *between transport measures and land use planning;*
- *between transport measures and policies to protect and improve the environment; and*
- *between transport measures and policies for education, health, social inclusion and wealth creation".*

3.1.2 Land use planning can help to achieve the Welsh Government's objectives for transport through:

- *reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;*
- *locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
- *improving accessibility by walking, cycling and public transport;*
- *ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*
- *promoting walking and cycling;*
- *supporting the provision of high quality public transport;*
- *supporting traffic management measures;*

- *promoting sustainable transport options for freight and commerce;*
- *supporting sustainable travel options in rural areas;*
- *supporting necessary infrastructure improvements; and*
- *ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.*

3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.4 The accessibility of the proposed site was considered by the following modes of transport in the Transport Assessment:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

3.2 Accessibility Summary

3.2.1 The following conclusions can be drawn from this section of the Transport Assessment:

- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the development and the surrounding area.
- The pedestrian infrastructure in the vicinity of the site will be significantly enhanced as part of the development proposals.

- It has been demonstrated that the site is accessible by cycle, with the surrounding roads catering for cyclists.
- The close proximity of bus stops on Top Road and Summerhill Road, offering frequent services to Wrexham, show that the proposed development can be accessed by bus.
- The site is accessible via rail with Gwersyllt train station located around 1.6 kilometres from the site.

3.2.2 In light of the above, it is considered the site is accessible by non-car modes and will cater for the needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

3.2.3 However, the detail of the pedestrian routes that informed this conclusion will be considered in more detail in the following section of this Report.

4 PEDESTRIAN ACCESSIBILITY

4.1 Introduction

4.1.1 This section of the report will provide firstly a range of key 'day to day' amenities that are within the vicinity of the site and secondly will provide an audit of the shortest available pedestrian routes between the site and these amenities, how pedestrians would travel along these routes and whether there are any deficiencies in the footway network that might constrain pedestrian accessibility.

4.2 Key Destinations

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 It is likely that the primary pedestrian desire lines will be to the south east of the site towards Gwersyllt village centre.

4.2.3 Pedestrian provision will be significantly enhanced as part of the development proposals with new pedestrian footways/footpaths provided on Top Road and at the new Summerhill Road/Top Road/Bottom Road junction. In addition, links to existing footpaths GWE/7 and GWE/8 will be provided.

4.2.4 Footpath GWE/7 runs to the north the site between Top Road to the east, and the Golf Club within Moss Valley to the west. The footpath also links with exisitng housing estate of Westminster Rise/Bryn San Stfan. The scheme proposes a new opening within the boundary wall along the northern edge of the site to provide a link from the application site to this footpath GWE/7. This opening of the site allows a greater permeability through the site into the wider area.

4.2.5 The existing Footpath GWE/8 runs to the east of the site between Top Road (to the west) and Bottom Road (to the east). The footpath lies between the Vicarage Close and Plas Alyn Crescent housing developments. The scheme proposes a safe crossing point from the development to this footpath. This would provide new residents and existing local residents with a direct route to the centre of the settlement and local schools as well as towards Gwersyllt village centre.

4.2.6 The existing public right of way network is shown in **Figure 4.1** below:

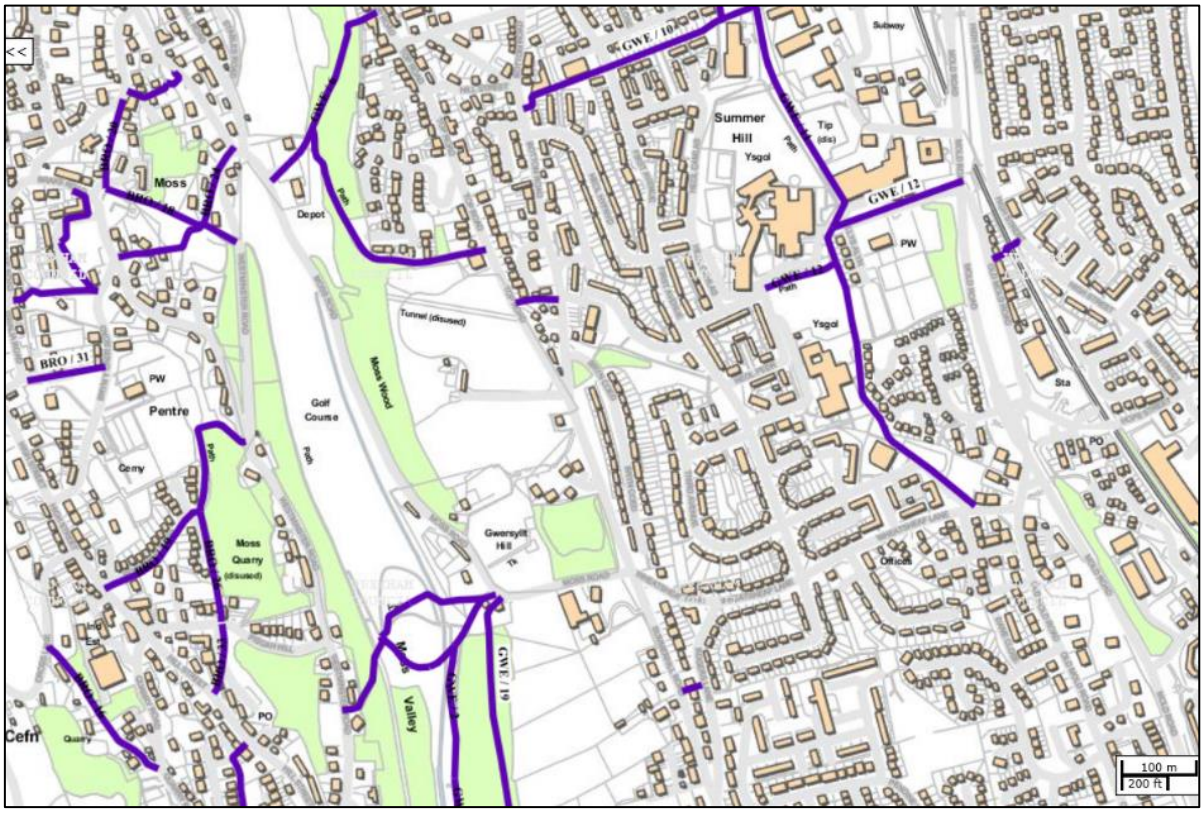


Figure 4.1 – Existing Public Rights of Way

4.2.7 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.

4.2.8 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 76% of all trips less than a mile (1.6km) are carried out on foot.

4.2.9 **Plan 6** (for ease of reference this has been given the same Plan number as in the TA) shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

4.2.10 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary) local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in **Plan 6.**

4.2.11 The 2 kilometre pedestrian catchment shows that the entirety of Summerhill can be accessed along with areas such as Brynteg and Gwersyllt. Many amenities are also situated within the 2 kilometre catchment including a Lidl supermarket, Home Bargains, Crown Inn Public House, Iceland Foods, WHSmith Local, Gwersyllt dental care, Pen y Maes Health Centre, Moss Valley Golf Club, Holy Trinity Church and Gwyn Evans Leisure Centre.

4.2.12 As illustrated, the development site benefits from being located within close proximity to a range of local amenities with the largest choice of facilities being located in Gwersyllt village centre.

4.2.13 **Table 4.1** below, shows the approximate walking distance from the centre of the site to the local retail stores and other nearby key amenities in the vicinity of the site:

Local Amenity	Distance (metres)
Heulfan School	510
Bus Stops on First Avenue	580
Londis Store	620
Pen y Maes Health Centre	780
Gwyn Evans Leisure Centre	810
Lidl Supermarket	1,290
Gwersyllt Rail Station	1,290
Bryn Alyn School	1,510

Table 4.1 - Distance from Site to Local Facilities

4.2.14 As can be seen in the above table, the site is located within close proximity to a number of key local amenities including primary services, as well as retail and healthcare facilities.

4.2.15 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Pedestrian Route Audit

4.3.1 Following on from the consideration of pedestrian accessibility above, this section of the report will consider the pedestrian access routes to the various key 'day to day' amenities were referred to in Section 4.2 above.

4.3.2 The key amenities considered in this Report are as follows, and includes the routes to the nearest shops, schools, health facilities and public transport hubs:

- Pen y Maes Health Centre.
- Londis on First Avenue.
- Bryn Alyn School.
- Heulfan School.
- Gwyn Evans Leisure Centre.
- Bus Stops on First Avenue.
- Lidl on Old Mold Road.
- Gwersyllt Station.

4.3.3 The routes from the site to each of these amenities is considered in detail below and they are marked up on **Plan 4** with various photographs showing particular sections of roads, footways and footpaths along each of the various routes.

4.4 Pen y Maes Health Centre

4.4.1 The Pen Y Maes Health Centre is located at the northern end of First Avenue. There are a couple of potential pedestrian routes to the health centre. The shortest route involves walking north along Top Road and then turning right onto Hill Street. However, if pedestrians used the slightly longer route, by around 50 metres or 35 seconds walking time, starting off on Bottom Road there is a far better pedestrian infrastructure available.

4.4.2 This route would start off at the junction of the site and Top Road and would then involve crossing onto the eastern side of the road immediately to a footway of around 1.7 metres wide. The development proposals include crossing facilities across Bottom Road in the form of dropped kerbs and tactile paving as part of the improved Site Access/Top Road/Bottom Road junction arrangements, shown on Plan 3. Conflicts at this junction would also be substantially reduced improving the safety of all highway users.

4.4.3 At the junction of Bottom Road/Bryn Coed a pedestrian is then required to cross onto the northern side of Bryn Coed onto an existing footway of around 2 metres wide for a distance of around 50 metres until they reach a public right of way which runs between Bryn Coed and Heol Y Coed. This is around a metre wide and is surfaced and although there is a level difference between the two ends it seems well used and direct. This section is not currently lit.

4.4.4 A pedestrian then needs to cross Heol Y Coed onto the northern side to utilise an existing footway of around 2 metres wide east until its junction with First Avenue.

4.4.5 The Health Centre is then around 450 metres north of this junction on the eastern side of First Avenue where there is an existing footway.

4.4.6 As such, there is no impediment to walk between the site and the Pen Y Maes Health Centre using the existing and proposed pedestrian infrastructure.

4.4.7 However, improvements could be promoted along the existing surfaced right of way in the form of a contribution to the Council, via a Section 106 agreement, for them to either widen the route to say 2 metres wide or provide some low-level lighting to enhance the attractiveness of this route during hours of darkness.

4.5 Londis on First Avenue

4.5.1 The Londis convenience store is also located on First Avenue. The pedestrian route from the site to the Londis store would be the same as the route to the Pen Y Maes Health Centre described in the previous section, albeit that the Londis store is located around 180 metres further south on the eastern side of First Avenue.

4.5.2 As such, there is no impediment to walk between the site and the Londis store using the existing and proposed pedestrian infrastructure. Furthermore, any improvements to the Public Right of Way (PRoW) will enhance the attractiveness of this route for all pedestrians not just those from the development site.

4.6 Bryn Alyn School

4.6.1 The Bryn Alyn School is located on Bryn Glas to the east of the site. Again, the pedestrian route to the school from the site will involve the same route as for the Health Centre and Londis store detailed above.

4.6.2 A pedestrian would need to cross First Avenue between the junctions of Heol Y Coed and Bryn Glas and then travel along the southern side of Bryn Glas before crossing into the school entrance. Bryn Glas has footways of around 2 metres wide on both sides of the road.

4.6.3 As such, there is no impediment to walk between the site and the Bryn Alyn School using the existing and proposed pedestrian infrastructure. Furthermore, as stated above, any improvements to the PRoW will enhance the attractiveness of this route for all pedestrians not just those from the development site.

4.7 Heulfan School

4.7.1 The Heulfan School is located off Sunny View to the east of First Avenue. The most direct route to the school is utilising the same initial pedestrian infrastructure across Bottom Road and then onto Bryn Coed. A pedestrian would then walk along the existing surfaced public right of way but would turn right before they reached the junction with Heol Y Coed and walk along another surfaced right of way where it meets with First Avenue.

4.7.2 The route then crosses First Avenue immediately and onto Heol Pedr where footways existing on both sides of the road of around 2 metres wide. At the eastern end of Heol Pedr is a pedestrian entrance to the school.

4.7.3 As such, there is no impediment to walk between the site and the Heulfan School using the existing and proposed pedestrian infrastructure. Again, any improvements to the PRoW will enhance the attractiveness of this route for all pedestrians not just those from the development site.

4.8 Gwyn Evans Leisure Centre

4.8.1 The Gwyn Evans Leisure Centre is located to the north-east of the site off Heol Cefn.

4.8.2 The pedestrian route from the site to the leisure centre would be the same as for the Pen Y Maes Health Centre up to the junction of First Avenue and Heol Cefn which is around 100 metres south of the Health Centre. Pedestrians would then need to cross onto the eastern side of First Avenue and then proceed along either side of Heol Cefn where footways of around 2 metres wide exist on both sides.

4.8.3 As such, there is no impediment to walk between the site and the Gwyn Evans Leisure Centre using the existing and proposed pedestrian infrastructure in particular when one factors in the potential improvements to the PRoW which will enhance the attractiveness of this route for all pedestrians not just those from the development site.

4.9 Bus Stops on First Avenue

4.9.1 The nearest bus stops to the site are located on Summerhill Road and Top Road. However, slightly further afield, but still within the 400 metre guideline distance from the site, ie a 5 minute walk, are further bus stops on First Avenue. These serve the additional number 23 service that runs between Wrexham town centre, Gwersyllt and Summerhill.

4.9.2 These bus stops exist on First Avenue both north and south of the junction with Heol Y Coed and can be reached using the same route as for the Health Centre, Leisure Centre and Londis for the ones to the north of Heol Y Coed and the same route as for the Heulfan School.

4.9.3 As such, there is no impediment to walk between the site and the bus stops on First Avenue using the existing and proposed pedestrian infrastructure. Again, this route will benefit from the potential improvements to the PRoW detailed above.

4.10 Lidl on Old Mold Road

4.10.1 The Lidl store is located on Old Mold Road. The shortest pedestrian route using the road network within the area is to travel south from the site along Summerhill Road. However, substantial sections of Summerhill Road have no footway on either side which can make it difficult for pedestrians to travel along this section safely.

4.10.2 There is an alternative route which is around 50 metres longer, which equates to an additional 35 seconds of average walking time. Taken over a journey of 10 minutes or over this would be negligible in terms of an additional journey.

4.10.3 The slightly longer journey involves the same initial section of Bottom Road, Bryn Coed, the potentially improved public right of way and then First Avenue as for the bus stops on First Avenue to the south of the junction with Heol Y Coed.

4.10.4 The journey to the Lidl then continues along First Avenue and then a pedestrian would need to cross onto the eastern side of First Avenue and then east along Second Avenue which has footways on both sides of around 2 metres wide.

4.10.5 The route would then turn left onto the northern side of Wheatsheaf Lane until it reaches the A541. Between Wheatsheaf Lane and Hope Street, the A541 has a footway/cycleway along the eastern side that connects to the signalised junction of the A541 and Hope Street which include formal staggered pedestrian crossing facilities across both the Heulfan Way and northern A541 arms of the junction. This allows a direct pedestrian route across this junction and onto a short section of Old Mold Road and then into the Lidl store site.

4.10.6 As such, there is no impediment to walk between the site and the Lidl store using the existing and proposed pedestrian infrastructure, albeit using a slightly longer (50 metres) pedestrian route to avoid the limited pedestrian infrastructure on Summerhill Road. Furthermore, this route will benefit from the potential improvements to the PRoW detailed above.

4.11 Gwersyllt Station

4.11.1 Gwersyllt railway station is located to the south-east of the Lidl store on Hope Street.

4.11.2 A pedestrian would utilise the same route as for the Lidl store but would carry on along the Old Mold Road northern footway and then into the station car parking area which is around 80 metres further east.

4.11.3 As such, there is no impediment to walk between the site and Gwersyllt railway station using the existing and proposed pedestrian infrastructure, albeit using a slightly longer (50 metres) pedestrian route to avoid the limited pedestrian infrastructure on Summerhill Road. In addition, this route will also benefit from the potential improvements to the PRoW detailed above

5 CONCLUSIONS

5.1.1 Croft have been instructed by MacBryde Homes to advise on the traffic and transportation issues relating to proposals to develop a site for residential purposes on land off Top Road in the Summerhill area of Wrexham.

5.1.2 This report has been prepared in support of the planning application and provides information on the pedestrian access and accessibility issues at the site and will form supplementary information to assist in the determination of the current planning application.

5.1.3 A number of conclusions can be drawn from this report, namely:

- The proposals will provide substantial pedestrian infrastructure improvements in and around the junction of Top Road/Bottom Road/Summerhill Road.
- The proposals have been demonstrated to be accessible by a range of non-car travel modes.
- The pedestrian route audit has demonstrated all key 'day to day' amenities are accessible by a direct and safe route using existing and proposed pedestrian infrastructure.
- The audit has also demonstrated that there are no existing impediments to walking between the site and the 'day to day' amenities.
- Each of the pedestrian routes would benefit from the potentially improved sections of public rights of way between Bryn Coed and Heol Y Coed.

5.1.4 As such, there are no material highways or transport reasons to object to this planning application.

PLANS

MACBRYDE HOMES

PROPOSED RESIDENTIAL DEVELOPMENT
LAND OFF TOP ROAD, SUMMERHILL
WREXHAM
SITE LOCATION PLAN

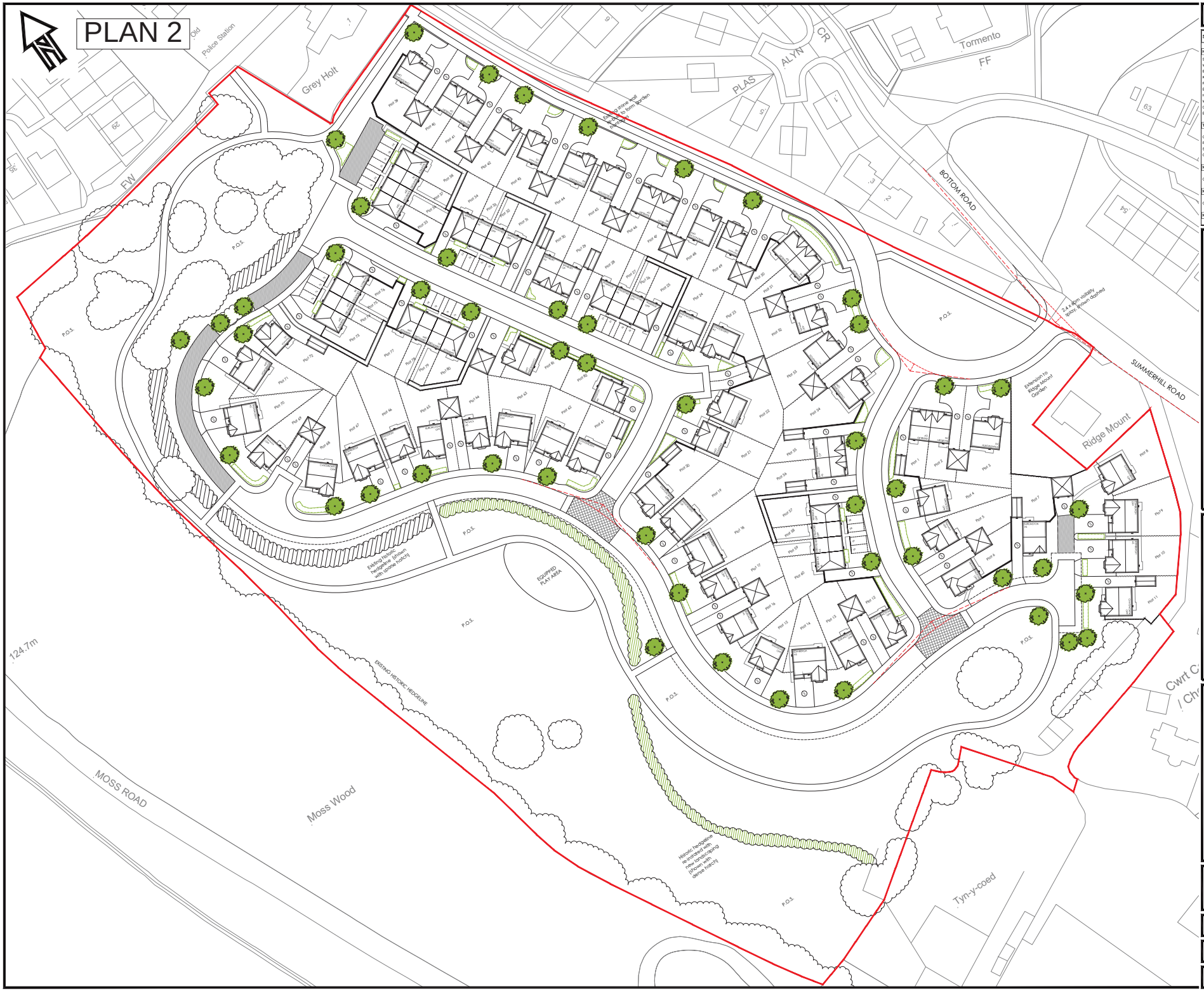
croft
Transport Solutions

Email: info@croftts.co.uk
Tel: 0161 667 3746
Web: www.croftts.co.uk

9 Jordan Street,
Manchester
M15 4PY

DRAWN:	DATE:	CHECKED:	DATE:	SCALE:	DRAWING NUMBER:	REVISION:
SM	30.03.17	MTC	30.03.17	N.T.S	1772-01	.

PLAN 2



DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS MUST BE VERIFIED AT THE SITE BEFORE SETTING OUT, COMMENCING WORK OR MAKING ANY SHOP DRAWINGS.

SCHEDULE OF ACCOMMODATION

HOUSETYPE	DESCRIPTION	SQFT	NUMBER	PERCENTAGE
Stratford	2 Bed, 2 Storey, Mid-Terrace	726 SQFT	12	14.63
Warwick	3 Bed, 2 Storey, End Terrace	830 SQFT	12	14.63
Banbury	3 Bed, 2 Storey, Semi-Detached	975 SQFT	12	14.63
Kingston	3 Bed, 2 Storey	1037 SQFT	5	6.10
Fenwick	3 Bed, 2 Storey	1058 SQFT	8	9.76
Burlington	4 Bed, 2 Storey	1195 SQFT	8	9.76
Heatherington	4 Bed, 2 Storey	1298 SQFT	2	2.44
Wentworth	4 Bed, 2 Storey	1309 SQFT	4	4.88
Charsworth	4 Bed, 2 Storey	1356 SQFT	12	14.63
Edinburgh	4 Bed, 2 Storey	1442 SQFT	7	8.54
TOTAL		87779 SQFT	82	

Gross Site Area	13.39 Acres	5.42	Hectares
POS	4.92 Acres	1.99	Hectares
Single-Sided Road	0.14 Acres	0.06	Hectares
Garden Extension to ridge Mount	0.14 Acres	0.06	Hectares
NETT SITE AREA:	**8.19 ACRES**	**3.31**	**HECTARES**
Gross Density:	6.12 Units/Acre	15.13	Units/Hectare
NETT DENSITY:	**10.01 UNITS/ACRE**	**24.74**	**UNITS/HECTARE**
Gross Footage:	6555.56 SQFT/Acre	1504.94	SQM/Hectare
NETT FOOTAGE:	**10717.83 SQFT/ACRE**	**2460.45**	**SQM/HECTARE**

Key:

- Site Boundary
- 1.8m high boundary fence
- 1.8m high screen wall / fence
- Feature Junction / Square
- Private Drive
- Visibility Splays - 2.4x60m to Site Entrance and 2.4x25m to internal estate road junctions and private drives
- Indicative Landscaping
- Number of parking spaces proposed to Semi-Detached and Detached Dwellings - All driveway dimensions to LPGN 16 minimum standards and 'Parking and Driveway Arrangements' Standard Detail
- Parking space allocation to Terraced Dwellings
- Knee rails to parking bays to Warwick/Stratford Housetypes

Rev:	Description:	Date:
A	Turning head to front of Plots 68 & 69 enlarged.	18.10.17

MACBRYDE HOMES

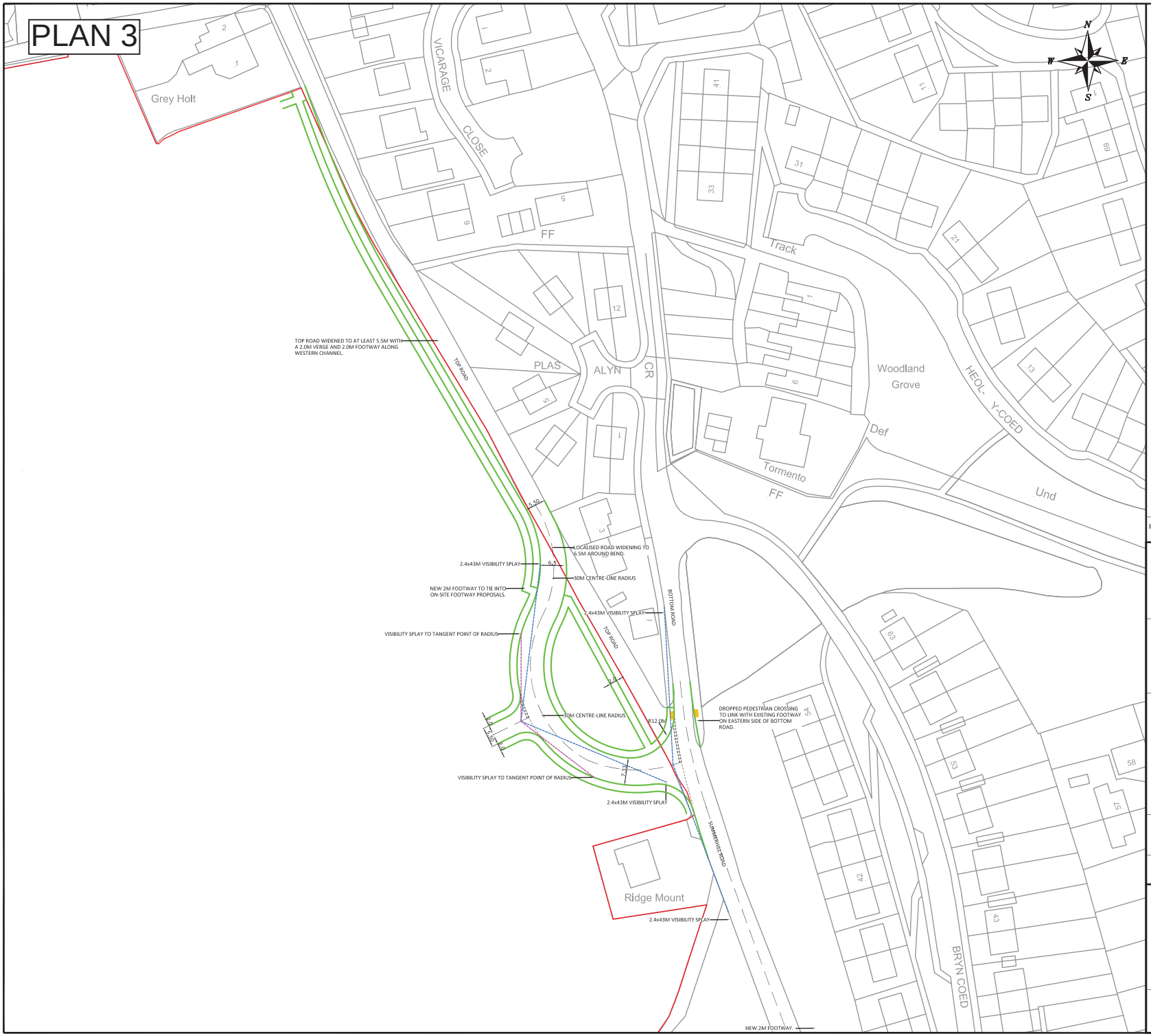
Macbryde Homes Limited,
Macbryde House, Unit 28,
St. Asaph Business Park,
Ffordd Richard Davies, St Asaph,
Denbighshire. LL17 0LJ.
Tel. 01745 536677
Fax. 01745 536688

Site:
Top Road, Sumerhill, Wrexham

Title:
Proposed Site Plan

Scale:	Date:
1:500@A1	23.03.17
Ref:	**Rev:**
TRS-SP01	A

PLAN 3



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. IT IS SUBJECT TO FURTHER DESIGN ANALYSIS, TOPOGRAPHICAL MAPPING & HIGHWAY/THIRD PARTY LAND BOUNDARIES.

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS

REV.	DETAILS	DRAWN	CHECKED	DATE
B	DESIGN AMENDMENTS	MTC	MR	OCT 17
A	DESIGN AMENDMENTS	JC	PJW	SEP 17

CLIENT:

MACBRYDE HOMES

PROJECT:

TOP ROAD, SUMMERHILL

DRAWING TITLE:

POTENTIAL ACCESS ARRANGEMENT

SCALES: 1:1000 @ A3

DRAWN: JC | CHECKED: PJW | DATE: MAY 17

9 Jordan Street,
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M15 4PY

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croft Transport Solutions

DRAWING NUMBER: 1772-F01

REVISION: B

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FOOTPATH CONNECTING BRYN COED AND HEOL-Y-COED

UNCONTROLLED PEDESTRIAN CROSSING ON FIRST AVENUE

UNCONTROLLED PEDESTRIAN CROSSING ON WHEATSHEAF LANE

SIGNALISED CROSSING ON MOLD ROAD

NOTES

PLAN 4

WALKING ROUTES

- SITE BOUNDARY
- BRYN ALYN SCHOOL
- LIDL
- GWERSTYLL STATION
- HUELFAN SCHOOL
- PEN Y MAES HEALTH CENTRE
- GWYN EVANS LEISURE CENTRE
- LONDIS
- BRYN ALYN SCHOOL

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

MACBRYDE HOMES

PROJECT:

TOP ROAD, SUMMERHILL

DRAWING TITLE:

PEDESTRIAN ROUTE PLAN

SCALES:

1:2500 @ A1

DRAWN:	CHECKED:	DATE:
GM	PJW	APR 19

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DRAWING NUMBER: 1772-F04

REVISION: -

CROFT

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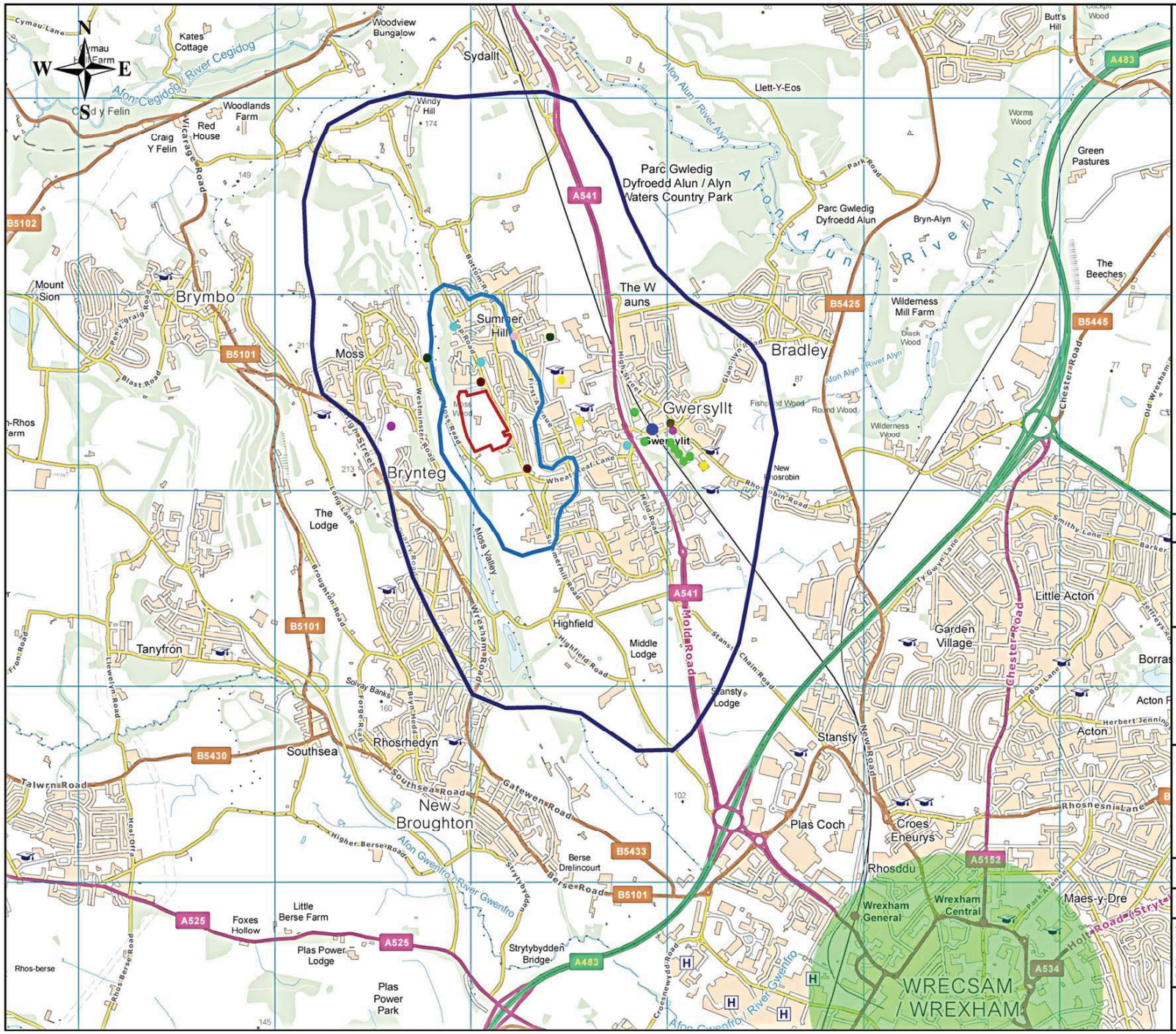

NOTES

PLAN 6

- Site
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Bus Stops within 400m
- Education
- Retail
- Wrexham Centre
- Healthcare/Medical
- Community Facilities
- Cafe/Takeaway/Public House
- Leisure/Sport
- Dentist
- Train Station

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MACBRYDE HOMES

PROJECT:

PROPOSED RESIDENTIAL DEVELOPMENT
LAND OFF TOP ROAD
SUMMERHILL, WREXHAM

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALE: 1:20000 @ A3

DRAWN: SM | CHECKED: MTC | DATE: 30.03.17

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Transport Solutions

DRAWING NUMBER: 1772-03

REVISION: .

CROFT

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