



Highways Note Addendum 2

Units 27 – 29 Abenbury Way, Wrexham Industrial Estate

Client: Body Tech Fitness Ltd



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	Name	Position
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Checked & Approved By	Dave Stoddart	Associate Director

CONTENTS

1	INTRODUCTION	2
1.1	Preamble	2
2	WCBC COMMENTS	3
2.1	Introduction.....	3
2.2	WCBC Comments.....	3
2.3	Summary	9
2.4	Conclusion	9

APPENDICES

Appendix A	WCBC Comments
Appendix B	WCBC Emails
Appendix C	Survey Data
Appendix D	Technical Drawing

1 INTRODUCTION

1.1 Preamble

- 1.1.1 Prime Transport Planning Ltd (herein referred to as 'Prime') has prepared this Highways Note Addendum 2 (HNA2) on behalf of Body Tech Fitness Ltd to support their Full planning application, seeking a change of use from industrial units to a gym (fitness club) facility.
- 1.1.2 The application consists of 3 adjoining units, 27 – 29 Abenbury Way, Wrexham Industrial Estate (WIE).
- 1.1.3 The application is currently live and was assigned the reference P/2024/0231 by Wrexham County Borough Council (WCBC), who are the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area.
- 1.1.4 WCBC Highways provided comments on the application via a formal planning response on 30th July 2024. The comments were in relation to a Highways Note (HN) that had previously been submitted by Prime earlier that month. Following these initial comments, Prime produced a HN Addendum (HNA), dated August 2024, to address the points raised.
- 1.1.5 WCBC has since provided additional comments in response to the HNA, with these comments dated 18th September 2024. This HNA2 has been written as a response to these latest comments. Prime was able to engage with the LHA and has been able to adhere to the requests made. The main points raised were:
- Concern regarding the level of proposed parking;
 - Unknowns regarding whether TRICS information provided will be a reflection of how the proposal is likely to operate;
 - A request for additional information by way of survey to justify the proposals; and
 - Concern pertaining to accessing the site on foot.
- 1.1.6 This HNA2 has been written to address the points made. The latest WCBC comments are provided in Appendix A. The purpose of this HNA2 is to address these comments.

2 WCBC COMMENTS

2.1 Introduction

- 2.1.1 This section of this HNA2 has been written to address the latest comments raised by WCBC Highways regarding the HNA which was written by Prime in August 2024. For ease of reference and clarity, WCBC comments has been provided in 'red' bold font, with the Prime response provided in 'black' font below this.

2.2 WCBC Comments

- 2.2.1 WCBC's first comment is provided below:

The submitted TA details that 32 car parking spaces are proposed for the use but the LHA is concerned that the proposed car parking spaces do not all fall within the designation of the units 27-29 specified. The highway note submitted has detailed 5 car parking spaces being provided in front of the neighbouring unit and the aisle width required to access and egress these spaces would be outside the site also, which is not acceptable. The applicants highway note states that these spaces would only be required during the peak 5-6pm hour according to the car parking accumulation work undertaken as part of the TRICS assessment submitted.

The LHA is concerned that these car parking spaces could not be secured should there be a change of operator at Unit 30 and there are no ways to formally strict the opening hours on a neighbouring unit on this basis. Therefore any parking provision needs to either be on site or off-site (and close by) on land under the applicants control.

- 2.2.2 The provision for the 5 parking spaces referenced (the most western spaces highlighted on Drawing P24052-001B), although outside of the development frontage for Units 27-29 is within the remit of FI Real Estate Management's (FIREM) influence. FIREM will be undertaking works within the site to deliver the parking highlighted.
- 2.2.3 The delivery of the 5 parking spaces would be an improvement to the existing arrangement and will be delivered following the granting of any planning approval to the betterment of the site as a whole. However, the point raised by WCBC is noted and for the remainder of the assessment proposals, their numbers will be excluded so that only parking spaces within the direct frontage and remit of the development units 27-29 (i.e. 27 spaces) are considered.
- 2.2.4 WCBC's second comment is provided below:

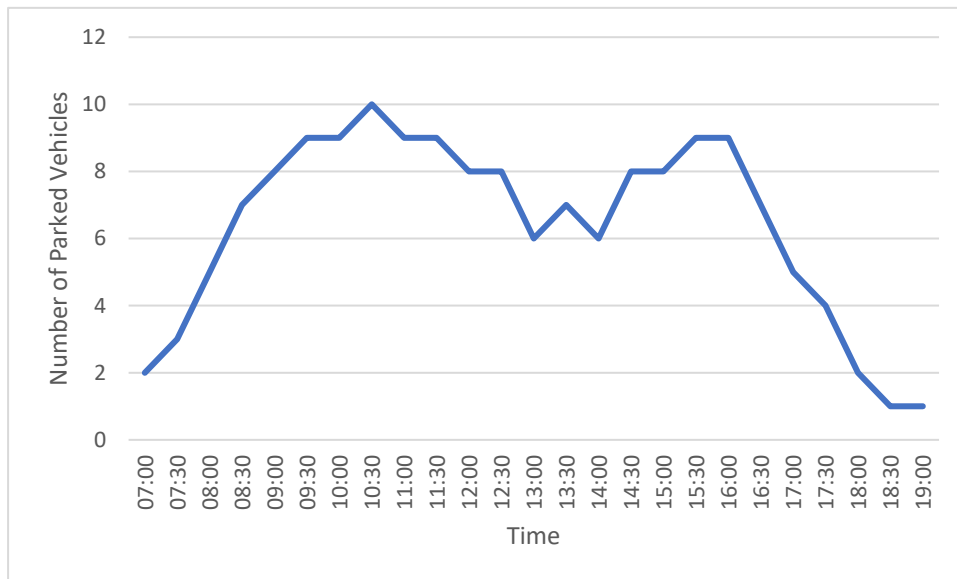
A site visit was undertaken by the LHA and high levels of parking were noted on-street in the vicinity of the site and therefore concern remains that the shortfall from parking could exacerbate the existing parking pressures in the vicinity of the site.

- 2.2.5 Email correspondence between Prime and WCBC is provided within Appendix B. Within this email correspondence a scope regarding on street parking surveys was agreed. In summary, the agreed scope included an assessment area 100m north and south of the site access along Abenbury Way, for a singular day during a typical working week, during the hours of 06:00-09:00 and 16:00-19:00.
- 2.2.6 In the interests of robustness, Prime went beyond this scope to provide a full 12-hour parking survey (07:00-19:00), with this period ensuring an entire working day can be assessed. Although not part of the adopted highway, the access road for the site was also included with the survey. The data collected was captured by independent traffic survey specialist Paul Castle Associates on Thursday 10th October 2024. The raw data is provided in Appendix C of this HNA2 and was captured at 30-minute intervals.
- 2.2.7 Table 2.1 below provides an extract from this raw data, only including time periods when vehicles were noted to park on Abenbury Way.

Table 2.1: Abenbury Way Parking Beat Data Extract (10th October 2024)

Time	Trip Generation (Original Assessment)		
	Lights	HGV	Total
09:30	-	2	2
12:00	-	1	1
15:00	-	1	1
Total	-	4	4

- 2.2.8 As seen from the above, 100m either side of the access throughout a typical working day between the times of 0700-1900 a total of 4 HGVs could be seen to park along the carriageway. Prime also attended a site visit of the area on 4th October 2024 during the mid-afternoon, to which no vehicles were noted to be parked along Abenbury Way. The level of vehicular parking highlighted with the survey, as viewed within Appendix C, is clearly not a level that warrants concern, neither is it of a critical level where a small increase could result in detriment to highway safety or capacity.
- 2.2.9 Graph 2.1 below visually highlights the survey information captured for vehicles parked along the private access road into the site, off from Abenbury Way and the adopted highway. It shows the ebb and flow throughout the day.

Graph 2.1: Parking Along Site Access (10th October 2024)

- 2.2.10 As seen from Graph 2.1, parked vehicles peak at 10 during the morning, reduce to 6 around midafternoon, before increasing to around 8/9 in the late afternoon. Traffic quickly disperses after reaching this late afternoon peak. This matches the levels of parking noted by Prime on the site visit.
- 2.2.11 This level of park was noted to be accommodated easily within the site and did not ‘spill’ onto Abenbury Way. Reasonable portions of the site internally were noted during the site visit to remain available for vehicles to utilise if necessary (keeping in mind that the parking space for Units 27-29 is currently blocked and is inaccessible for vehicles to utilise). Vehicles were observed to be parked primarily in the vicinity of the easternmost units on the access road during the site visit, with ample spare parking in the vicinity of Units 27-29.
- 2.2.12 In summary, the parking data captured, as well as the site visit conducted by Prime, does not highlight a parking scenario which is at a critical mass, and which could be detrimental to the highway or its users. Further data in this HNA2 provides confidence that no overspill to the existing parking situation would likely occur from the proposed development. Even so, the data has highlighted that some additional parking demand to the area would not be a reasonable reason for refusal.
- 2.2.13 WCBC’s third comment is provided below:

The submitted highway note does explain that there is limited TRICS data available for leisure and gym uses and indicates that the sites selected extended over a decade in time to ensure that as many sites as possible could be used to be representative. The note also indicated that the applicant states that ‘in their experience’ the level of parking proposed is adequate for the use. The LHA remains concerned that the car parking accumulation work which the applicant is using to justify a lower level of car parking from the standards may not be robust. The LHA would question whether

a survey by an independent body of a similar site, in a similar location would provide a more robust comparison

- 2.2.14 Although Prime is satisfied as to the data generated by TRICS, it is also appreciated that local factors can play a role in the trip generation and subsequent parking demand of development sites.
- 2.2.15 With this in mind (and as provided in Appendix B) Prime engaged in talks with WCBC to agree a suitable local site, of similar character and location, to be used to generate an anticipated trip generation. The main point of note being that the gym which was surveyed (Valhalla Gym, LL11 4YL) is similarly located in an industrial area, namely Rhosddu Industrial Estate. Similarly to the parking survey completed, Prime has adopted a robust approach and surveyed a 12 hour period, rather than just the typical network peaks. The data was collected on Thursday 10th October 2024 and is available to view in its entirety in Appendix C of this HNA2.
- 2.2.16 Table 2.2 below provides the arrival and departure figures for the gym in question.

Table 2.2: Valhalla Gym, Rhosddu Industrial Estate (10th October 2024)

Time	Valhalla Gym Survey Trips		
	Arrivals	Departures	Total
07:00-08:00	1	1	2
08:00-09:00	1	1	2
09:00-10:00	7	1	8
10:00-11:00	6	8	14
11:00-12:00	1	5	6
12:00-13:00	3	1	4
13:00-14:00	2	2	4
14:00-15:00	2	3	5
15:00-16:00	1	1	2
16:00-17:00	4	3	7
17:00-18:00	6	1	7
18:00-19:00	1	4	5
12-hour	35	31	66

- 2.2.17 As can be seen, the gym has a total daily trip generation of 66 two-way vehicle movements. A peak hour is apparent at 10:00-11:00 with 6 arrivals and 8 departures.
- 2.2.18 Valhalla Gym, from aerial measurements, equates to a total gross floor area (GFA) of circa 450sqm. Units 27-29 totals approximately 1,200m sqm of GFA. To provide a vigorous assessment, a growth factor of 2.6 will be applied to the figures in Table 2.2 (this being the increase between the Valhalla Gym GFA and the Units 27-29 GFA). The factored figures are provided below in Table 2.3. A subsequent parking accumulation exercise has also been provided.

Table 2.3: Valhalla Gym Trip Generation (Growth Factor – 2.6)

Time	Valhalla Gym Survey Trips			Parking Accumulation
	Arrivals	Departures	Total	
07:00-08:00	3	3	5	0
08:00-09:00	3	3	5	0
09:00-10:00	18	3	21	16
10:00-11:00	16	21	36	10
11:00-12:00	3	13	16	0
12:00-13:00	8	3	10	5
13:00-14:00	5	5	10	5
14:00-15:00	5	8	13	3
15:00-16:00	3	3	5	3
16:00-17:00	10	8	18	5
17:00-18:00	16	3	18	18
18:00-19:00	3	10	13	10
12-hour	91	81	172	-

- 2.2.19 From review of Table 2.3 Units 27-29 could be anticipated to generate a peak of 36 two-way vehicles at 10:00-11:00, with this reducing significantly throughout the afternoon to 5 two-way trips, before increasing in the later afternoon to peak at 18 two-way movements.
- 2.2.20 In further review of Table 2.3, these vehicle movements equate to a peak parking accumulation of 18 vehicles between 17:00-1800. This peak parking accumulation matches that previously highlighted with the TRICs data, although the actual accumulation figure is lower (previously circa 30 vehicles).
- 2.2.21 Prime considers the locally derived trip generation highlighted in Table 2.3 as being a more realistic representation of the development proposal, mainly because of the site characteristics specifically matching that of the proposal (i.e. on an industrial estate) rather than that of national chains in which the TRICS data comprises. Travel behaviours are likely to be mimicked, with patrons for the gyms choosing to walk from their places of employment on the estate, rather than drive the short distance to park again.
- 2.2.22 In reference back to the response made to WCBC's first comment, only the parking spaces within the direct remit of Units 27-29 will be considered, these totalling 27 spaces. As seen from the parking accumulation exercise in Table 2.3, at its peak a spare 9 spaces can be expected, with a total peak accumulation of 18 vehicles anticipated between 17:00-18:00. Any spare capacity is considered ample to handle fluctuations should they occur, with the provision of parking (27 spaces) able to accommodate any anticipated demand.
- 2.2.23 Again, as previously discussed, the data captured for the surrounding highway highlighted next to no vehicles parking on Abenbury Way throughout the day, with all vehicles associated to the wider site accommodated internally. Based on this information, a high level of on street parking does not exist to be exacerbated by this proposal to the detriment of highway safety or capacity.

2.2.24 In the applicants/gym operators experience, the proposed parking is sufficient to handle the anticipated demand for the development. Otherwise, they would be looking at alternative sites in which a greater parking capacity is possible.

2.2.25 WCBC's fourth comment is provided below:

The LHA previously requested information regarding servicing at the site, although it is anticipated that the servicing requirements may not be extensive, clarification is required about the arrangements and how they will be undertaken. The submitted note discusses refuse vehicles but makes no reference to deliveries to the site, what deliveries will there be, how often and what vehicles would service? Would this be undertaken at off-peak times. Clarification is required.

2.2.26 The development site consists of existing vacant units on an active part of Wrexham Industrial Estate (WIE). Other occupied units within this part of WIE, which utilise the same site access, have their own servicing arrangements. These arrangements, given the industrial nature of these units, are likely to be more onerous than that of a gym facility. As far as Prime are aware, no issues have been raised, or exist, regarding servicing of the existing units, or other units. The access is wide and is otherwise designed to accommodate industrial vehicles. The largest service vehicles required are likely to be in the form of standard WCBC refuse collection wagons, which is either a continuation of the existing arrangement for the units, or the start of a likely less onerous one.

2.2.27 Other than when the gym will be fitted out, no significant regular deliveries are anticipated. Most deliveries will be on an ad hoc basis and will comprise of online shopping type deliveries, likely during the day, outside of peak network periods. Other than this, any deliveries will likely be on a weekly basis and for standard commercial means, such as people attending the site to 'refill' vending machines, cleaning or other needs, once a week via standard vans.

2.2.28 WCBC's fifth comment is provided below:

In terms of access on foot, the proposed access would be through the car parking aisles which does not provide a designated safe route in terms of access for all. There are two different access points to the building, a main entrance and a 24 hour entrance, both accessed from aisles within the car park. The highway note details that this has been amended in the drawing shown in appendix C, however, this doesn't appear to be, no safe route of access is provided. The LHA would suggest a footway along the frontage of the building to link to the pathway where the cycle parking is located, 2m width without obstructions should be provided.

2.2.29 The site layout has been updated to accommodate a 1.5m wide kerbed footway across the building frontage. At the request of WCBC this kerbed footway connects the pathway where the cycle parking will be located to both site accesses. Although WCBC reference a 2.0m footway in their comment above, Prime has concern that such a width would be detrimental to the wider site operation through

reduction of manoeuvring space, or loss of parking spaces, and is ultimately unnecessary for the anticipated footfall of the development.

2.2.30 Inclusive Mobility (2021), a document produced by the Department for Transport (DfT) states 1.5m as being an acceptable minimum width to accommodate both a wheelchair user and a pedestrian side by side under most circumstances. It acknowledges this width as being one which is acceptable in scenarios that are physically constrained.

2.2.31 Prime believe the offering of a 1.5m footway is reasonable in this location. The latest technical drawing can be viewed in Appendix D.

2.3 Summary

2.3.1 Prime considers that the points raised by WCBC has been addressed, namely:

- Concern regarding the level of proposed parking;
- Unknowns regarding whether TRICs information provided will be reflective of how the proposal is likely to operate;
- A request for additional information by way of survey to justify the proposals; and
- Concern pertaining to accessing the site on foot.

2.3.2 The parking survey highlights that little to no parking occurs on Abenbury Way during a typical working day and that the gym's proposed parking provision (27 spaces), based on locally derived trip generation figures, could easily accommodate anticipated demand. A footway of suitable width has also been proposed with the latest plans.

2.3.3 It should be noted, that given the latest data that has been collected, i.e. local trip generation figures, it is considered no longer a requirement, necessary or reasonable to accept a car park management condition, subsequent funding of Traffic Regulation Orders (TRO) or further traffic/parking surveys.

2.4 Conclusion

2.4.1 The highway comments provided by WCBC are considered to be addressed appropriately within the above response. The same conclusions can be drawn from the above as with the HN, that being the proposed development would not result in an impact on the surrounding highway that could warrant or justify a highway objection. The above report has highlighted that the development is likely to accommodate any associated vehicles, with spare capacity available to manage possible seasonal fluctuations. The impact is best described as negligible.

APPENDIX A

WCBC COMMENTS

DRAFT

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/MZ/P/2024/0231	Your Ref:	P/2024/0231
Date:	18/09/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O UNEDAU DIWYDIANNOL I GAMPFA / CHANGE OF USE OF BUILDING FROM INDUSTRIAL UNITS TO GYM UNITS 27 - 29 ABENBURY WAY WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 337336.02 N 350408.25

I refer to your consultation 16/08/2024 with additional information in respect of the above.

It is the LHA's understanding that the proposals are for the change of use of building from industrial units to gym, three units are proposed to be used within the Wrexham Industrial Estate on Abenbury Way.

Local Planning Guidance Note no 16 sets out the required car parking and cycle parking within Wrexham. For D2 Assembly and leisure uses there is a requirement for 1 car parking space per 15 sq m and 1 cycle parking space per 150 sq m gross floor space. Therefore on the basis of the floorspace proposed the provision of 83 car parking spaces are required and the provision of 8 cycle parking spaces should be provided. The design of cycle parking spaces should be Sheffield stands for short stay parking and should be 750mm high, 700mm long and set at least 250mm into the ground, they should be spaced a minimum of 800mm apart and be no closer than 500mm to a building or blank wall.

For long stay cycle parking for staff developers should provide more secure parking facilities in the form of cycle cages or lockable bicycle shelters. Alternatively secure compounds within buildings may be acceptable providing that they are located at ground floor level and are accessible. All cycle parking areas should be located in well lit areas that are overlooked from the building they serve.

The submitted TA details that 32 car parking spaces are proposed for the use but the LHA is concerned that the proposed car parking spaces do not all fall within the designation of the units 27-29 specified. The highway note submitted has detailed 5 car parking spaces being provided in front of the neighbouring unit and the aisle width required to access and egress these spaces would be outside the site also, which is not acceptable. The applicants highway note states that these spaces would only be required during the peak 5-6pm hour according to the car parking accumulation work undertaken as part of the TRICS assessment submitted.

The LHA is concerned that these car parking spaces could not be secured should there be a change of operator at Unit 30 and there are no ways to formally strict the opening hours on a neighbouring unit on this basis. Therefore any parking provision needs to either be on site or off-site (and close by) on land under the applicants control. A site visit was undertaken by the LHA and high levels of parking were noted on-street in the vicinity of the site and therefore concern remains that the shortfall from parking could exacerbate the existing parking pressures in the vicinity of the site.

The submitted highway note does explain that there is limited TRICS data available for leisure and gym uses and indicates that the sites selected extended over a decade in time to ensure that as many sites as possible could be used to be representative. The note also indicated that the applicant states that 'in their experience' the level of parking proposed is adequate for the use. The LHA remains concerned that the car parking accumulation work which the applicant is using to justify a lower level of car parking from the standards may not be robust. The LHA would question whether a survey by an independent body of a similar site, in a similar location would provide a more robust comparison.

The proposals indicate the provision of 10 cycle parking spaces which would appear to meet the car parking standards, although these are proposed in a short stay arrangement which would not be attractive for staff to use who will need secure long stay provision. The applicant has detailed that secure long stay parking for staff will be provided within the building and that this could be secured by condition, the LHA finds this acceptable.

The data submitted from TRICS indicates a peak in users within 5-6pm which corresponds to visits on the way home from work. No details or surveys have been provided in relation to on-street parking within the vicinity of the site at this time.

The LHA previously requested information regarding servicing at the site, although it is anticipated that the servicing requirements may not be extensive, clarification is required about the arrangements and how they will be undertaken. The submitted note discusses refuse vehicles but makes no reference to deliveries to the site, what deliveries will there be, how often and what vehicles would service? Would this be undertaken at off-peak times. Clarification is required.

There is an area marked out for motorcycles but no secure locking points are detailed, the applicant has responded that they are happy to provide secure locking points, and that this could be secured by condition. This is acceptable to the LHA.

In terms of access on foot, the proposed access would be through the car parking aisles which does not provide a designated safe route in terms of access for all. There are two different access points to the building, a main entrance and a 24 hour entrance, both accessed from aisles within the car park. The highway note details that this has been amended in the drawing shown in appendix C, however, this doesn't appear to be, no safe route of access is provided. The LHA would suggest a footway along the frontage of the building to link to the pathway where the cycle parking is located, 2m width without obstructions should be provided.

In its current form the LHA is concerned that the proposals constitute a large shortfall from the required car parking standards and the proposed car parking that is not under the direct control of the applicant is not acceptable. There are concerns that visitors in the peak hour of 5-6pm will visit on their way home from work and there will be inadequate car parking provision to provide for them, at a location that is currently experiencing high levels of on-street car parking, the proposals could further exacerbate this and compromise highway safety in the vicinity of the site. The TRICS data submitted is by the applicants own admission limit and therefore it is suggested that an independent survey of a site of similar use in a similar location would be advisable to ensure that the parking provision and proposals are fit for purpose.

The applicant has raised their acceptance of signing up to a car parking management plan and undertaking surveys as part of such a plan and to providing Traffic Regulation Orders (TRO's) to ensure that obstructive parking doesn't result on the public highway. However, in the LHA's view these issues need to be understood fully and addressed prior to a planning permission consent being granted.

There are concerns in regard to the trip generation and car parking accumulation data provided which might not provide a clear indication of the proposed parking demands that could occur at the site.

Therefore in its current form the LHA is unable to support the application.

A handwritten signature in black ink, appearing to be 'J. J. J.', written in a cursive style.

Chief Officer, Environment & Technical

APPENDIX B

WCBC EMAIL

DRAFT

From: [Michelle Zenner](#)
To: [Anthony Morley](#)
Cc: [Sharon Holman](#)
Subject: RE: Abenbury Way (Proposed Gym Facility)
Date: 25 September 2024 11:07:22
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image001.png](#)
[image002.png](#)

Hi Anthony,

Thanks for this information

Happy with the Parking beat survey, I've double checked with colleagues about other Gym sites that you could review and the following have been suggested too, I've no first hand knowledge of these sites so I'll leave it to you to review and see which site you feel is most comparable in size, location, potential footfall etc

Pandy Business Park (P-2024- 0188, 21/05/24) which was a gym transferring from within the Wxm Tennis Centre by Sainsbury's.

John Abi's IPC Performance Centre in Gwersyllt

the Focused Fitness Training Centre overlooking Herbert Jennings field (former discount domestics going back)

Pure gym on the old Wxm lager site

Regards

Michelle Zenner

Uwch Beiriannydd Rheoli Datblygu

Gwasanaethau Amgylcheddol a Thechnegol

*Senior Engineer Development Control
Environment and Technical Services*



01978 729687



Cyngor Bwrdeistref Sirol Wrecsam, Neuadd y Dref, Ystad Ddiwydiannol, Wrecsam LL13 9PW



Wrexham County Borough Council, Abbey Road, Wrexham Industrial Estate, LL13 9PW



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From: Anthony Morley <A.Morley@primetp.co.uk>

Sent: 24 September 2024 16:12

To: Michelle Zenner <Michelle.Zenner@wrexham.gov.uk>

Cc: Sandy Ratcliffe <sratcliffe@fi-rem.com>; David Stoddart <D.Stoddart@primetp.co.uk>

Subject: Abenbury Way (Proposed Gym Facility)

Afternoon Michelle,

Thanks for calling back before, much appreciated.

Please see below summary:

- 1) Parking beat survey for 100m either side of the access for Abenbury Way
1 midweek day neutral period x (0600-0900 and 1600-1900)
- 2) Survey of a similar site (Valhalla Gym - Old Rhosrobin, Gwersyllt, Wrexham LL11 4YL)
1 midweek day neutral period x (0600-0900 and 1600-1900)

I have noted your comments relating to the provision of hard standing to link to the gym access and also the need to amend the plans to reflect only one access being available. I will pick these up with the applicant.

Could you please acknowledge acceptance of the above before we commission any work. Hopefully, these surveys will provide you with the data you require.

Many thanks,

Anthony Morley
Associate
Prime Transport Planning

DD: +44 (0)151 728 1867

www.primetp.co.uk

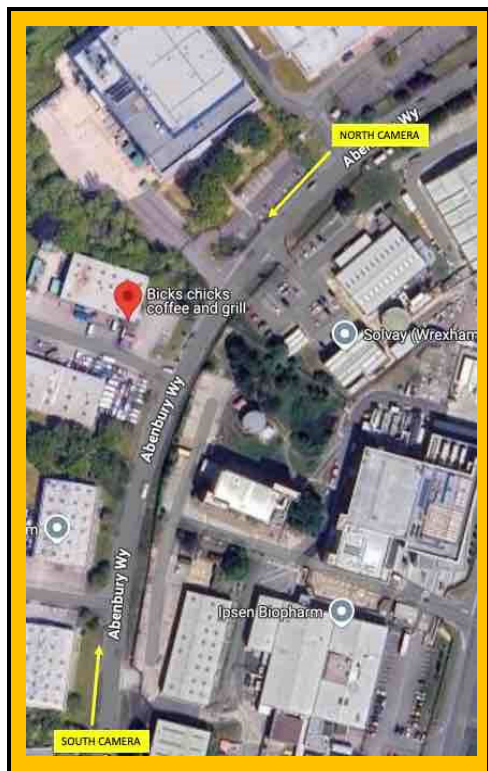
Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

APPENDIX C

SURVEY DATA

DRAFT

	Adenbury Way				Access Road				TOTALS				
TIME	LIGHTS	HGV	BUS	TOTAL	LIGHTS	HGV	BUS	TOTAL	LIGHTS	HGV	BUS	TOTAL	
07:00	0	0	0	0	2	0	0	2	2	0	0	2	
07:30	0	0	0	0	3	0	0	3	3	0	0	3	
08:00	0	0	0	0	5	0	0	5	5	0	0	5	
08:30	0	0	0	0	7	0	0	7	7	0	0	7	
09:00	0	0	0	0	8	0	0	8	8	0	0	8	
09:30	0	2	0	2	9	0	0	9	9	2	0	11	
10:00	0	0	0	0	9	0	0	9	9	0	0	9	
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11:00	0	0	0	0	9	0	0	9	9	0	0	9	
11:30	0	0	0	0	9	0	0	9	9	0	0	9	
12:00	0	1	0	1	8	0	0	8	8	1	0	9	
12:30	0	0	0	0	8	0	0	8	8	0	0	8	
13:00	0	0	0	0	6	0	0	6	6	0	0	6	
13:30	0	0	0	0	7	0	0	7	7	0	0	7	
14:00	0	0	0	0	6	0	0	6	6	0	0	6	
14:30	0	0	0	0	8	0	0	8	8	0	0	8	
15:00	0	1	0	1	8	0	0	8	8	1	0	9	
15:30	0	0	0	0	9	0	0	9	9	0	0	9	
16:00	0	0	0	0	9	0	0	9	9	0	0	9	
16:30	0	0	0	0	7	0	0	7	7	0	0	7	
17:00	0	0	0	0	5	0	0	5	5	0	0	5	
17:30	0	0	0	0	4	0	0	4	4	0	0	4	
18:00	0	0	0	0	2	0	0	2	2	0	0	2	
18:30	0	0	0	0	1	0	0	1	1	0	0	1	
19:00	0	0	0	0	1	0	0	1	1	0	0	1	



Parking Beat Survey Abenbury Way (10th October 2024)

Wrexham, Thursday 10th October 2024

Junction: 1
Approach: Valhalla Gym



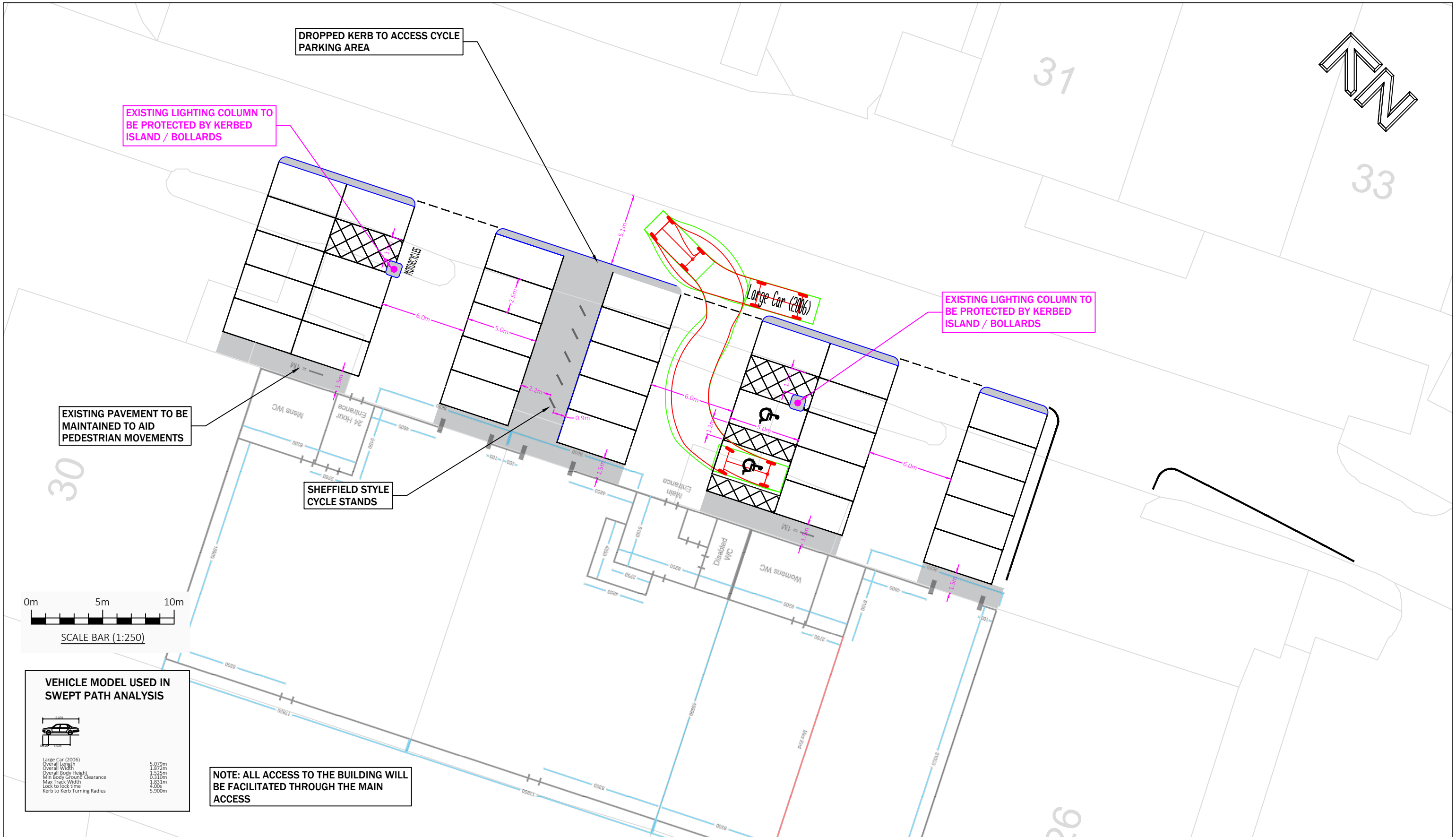
TIME	Inbound					Outbound				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	1	0	0	1	1.0
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	1	0	0	1	1.0
08:00 - 08:15	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	1	0	0	1	1.0	1	0	0	1	1.0
09:00 - 09:15	4	0	0	4	4.0	0	0	0	0	0.0
09:15 - 09:30	3	0	0	3	3.0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	0	1	0	1	2.3
Hourly Total	7	0	0	7	7.0	0	1	0	1	2.3
10:00 - 10:15	1	0	0	1	1.0	2	0	0	2	2.0
10:15 - 10:30	3	0	0	3	3.0	2	0	0	2	2.0
10:30 - 10:45	0	0	0	0	0.0	1	0	0	1	1.0
10:45 - 11:00	2	0	0	2	2.0	3	0	0	3	3.0
Hourly Total	6	0	0	6	6.0	8	0	0	8	8.0
11:00 - 11:15	0	0	0	0	0.0	1	0	0	1	1.0
11:15 - 11:30	0	0	0	0	0.0	1	0	0	1	1.0
11:30 - 11:45	1	0	0	1	1.0	2	0	0	2	2.0
11:45 - 12:00	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	1	0	0	1	1.0	5	0	0	5	5.0
12:00 - 12:15	2	0	0	2	2.0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0.0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0.0	1	0	0	1	1.0
12:45 - 13:00	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	1	0	0	1	1.0
13:00 - 13:15	1	0	0	1	1.0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0.0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0.0	0	0	0	0	0.0
13:45 - 14:00	1	0	0	1	1.0	2	0	0	2	2.0
Hourly Total	2	0	0	2	2.0	2	0	0	2	2.0
14:00 - 14:15	1	0	0	1	1.0	2	0	0	2	2.0
14:15 - 14:30	0	0	0	0	0.0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0.0	0	0	0	0	0.0
14:45 - 15:00	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	2	0	0	2	2.0	3	0	0	3	3.0
15:00 - 15:15	1	0	0	1	1.0	1	0	0	1	1.0
15:15 - 15:30	0	0	0	0	0.0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0.0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	1	0	0	1	1.0
16:00 - 16:15	1	0	0	1	1.0	0	0	0	0	0.0
16:15 - 16:30	2	0	0	2	2.0	2	0	0	2	2.0
16:30 - 16:45	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	4	0	0	4	4.0	3	0	0	3	3.0
17:00 - 17:15	1	0	0	1	1.0	0	0	0	0	0.0
17:15 - 17:30	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	3	0	0	3	3.0	1	0	0	1	1.0
17:45 - 18:00	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	1	0	0	1	1.0
18:00 - 18:15	0	0	0	0	0.0	2	0	0	2	2.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	1	0	0	1	1.0
18:45 - 19:00	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	1	0	0	1	1.0	4	0	0	4	4.0
TOTAL	35	0	0	35	35.0	30	1	0	31	32.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

APPENDIX D

TECHNICAL DRAWING

DRAFT



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

B A	8.8.24	RO	AMENDED TO LHA COMMENT AMENDED TO LHA COMMENT
	8.8.24	RO	
	Rev	Date	By
Status			Revision notes
INFORMATION			

Project	UNITS 27-29 ABENBURY WAY, WREXHAM
Title	CAR PARK ARRANGEMENT

Drawn by RO	Issue date 06 JUNE 2024
Scale(s) 1:250 @ A3	
Drawing No P24052-001B	